

MILKMAID
STERILIZED
NATURAL MILK
IS
PURE, FRESH
COWS' MILK.

[1136]

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

"CALLE"
PORTABLE MOTORS
FOR ATTACHING TO
ROWBOATS.
Shipments just to hand with
the latest improvements, and
exclusive features not found
in others.
ALEX. ROSS & Co.,
Agents,
Tel. 27. 4, Des Vaux Road.
[1776]

No. 17,650.

號十五百六千七萬一第 日六十月十年寅甲

HONGKONG, WEDNESDAY, DECEMBER 2ND, 1914

三拜禮

號二月二十年三國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 9th June, 1914. [1805]



MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

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SOLE PROPRIETORS OF TAKASIMA,

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NAMAZUTA, SAYO, SHINNEW,

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For Particulars, apply to—

K. KATO,

Manager,

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Hongkong, 24th April, 1914. [614]

SIEN TING.

SURGEON DENTIST.

No. 10, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1914. [1160]

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Boxes and Sizes.

SMOKELESS POWDER and CHILLED

SHOT. From No. 10 to SSG. at \$6.47

and \$7.50 per 100. SPORTING REQUI-

RENTS and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th October, 1914. [1220]

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19 QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of Every Description

Stock.

Developing, Printing and Enlarging.

Canon Cameras in Various Shades.

TELEPHONE 1219.

Hongkong, 18th April, 1914. [585]

PEAK TRAMWAY COMPANY.

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

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INTIMATIONS

A. S. WATSON & CO., LTD.,
WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
A. SUPERIOR PALE, Red Capsule...	\$30.40	\$2.65
B. SUPERIOR OLD COGNAC, Red Capsule...	33.70	2.90
WATSON'S XXX COGNAC, Gold Capsule...	34.80	3.00
WATSON'S XXX COGNAC, (4 Bottles, 2 Dos.)	37.00	1.80
HENNESSY XXX	41.40	3.45
C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule...	40.30	3.45
D. VERY FINE OLD PALE LIQUEUR COGNAC, Gold and White Capsule...	46.80	4.00
BOUILLON'S CHAMPAGNE LIQUEUR...	62.40	4.65
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MARIE BRIZARD and ROGEE'S FINE PALE COGNAC...	31.80	2.65
S. V. F., V. O. COGNAC	78.70	6.65
V. O. L., 60 Years Old	119.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old	187.50	13.15

* These Brandy bottled by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO., LIMITED,

HONGKONG AND CHINA.

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Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 2ND, 1914.

It is instructive to learn from the annual Report on the working of the Chinese Post Office in 1913, which has just been published, that enormous advance was shown in all directions in spite of the fact that the conditions in the country were far from being favourable to postal enterprise and progress. A tabular statement is published showing the yearly totals for the past thirteen years. In 1901 the total number of articles dealt with by the Post Office amounted to not more than 10½ millions, while last year's total was 629½ millions. The report compares the figures for 1912 and 1913, but gives a reminder that owing to the Gregorian Calendar being adopted in 1912, this year for the purposes of the postal records contained only 104 working months. Allowance for this difference, however, the Report says, makes little impression upon the remarkable advances that have to be recorded in all branches of postal business. Compared with the total for 1912, last year's total of 629½ millions of articles (exclusive of parcels) shows an increase of nearly 186 millions, or, allowing for the difference in working months, 122 millions. These figures are analysed in the Report in the following paragraph which contains besides other details which give the public a rough idea of the rapid development of the Post Office as a public institution:—

To this advance of 186 millions, newspapers and printed matter (totalling 165 millions) contributed 50 millions; registered articles (42½ millions), 15½ millions; and postcards

(30 millions), 15 millions. Express letters to the number of 4,375,708—an increase of 1,780,273 as compared with last year's figure—were delivered. The number of parcels handled—6,177,091—shows the large advance of 2,489,000 upon the total for the preceding period. Money orders to the value of \$10,161,000 (against \$5,962,500 in 1912) were issued, and \$9,662,000 (against \$5,861,000) cashed. During the year 992 new Offices and Agencies were opened, thereby raising the total number of such establishments to 7,809; while lines of communication were extended by 60,000 ft., the total length of courier, native boat, steamer, and railway connections at the end of the year being 150,000 ft. (roughly, 153,000 miles). The numerical strength of the Staff on the 31st December 1913 was 21,552, as against 18,551 at the close of 1912. The Report comments upon these figures as revealing to what extent the Post Office is establishing itself more and more in the eyes of the people as a public institution at once reliable, convenient, and impartial, and developed along lines best calculated to meet the peculiar needs of their vast country. The Revolution of 1911 and the rebellion during the year under review, the Report tells us, were not altogether without advantage to the Post Office, inasmuch as they served to reveal the strength, the security, and the convenience of the Service. "Unable in some cases and afraid in others to send their goods through the native forwarding agencies, merchants have turned to the Post Office and discovered the advantage of sending or receiving their goods in small consignments through the parcel post; not only do the goods reach their destination in quicker time, but the merchants are enabled to work with smaller capital. This, together with the fact that in many places the troubles left the Post Office the only medium through which funds could be remitted, has brought the money order service into greater prominence and favour." In the matter of postal facilities generally, it is considered worthy of mention that the Lamas in North-west Kansu, along the borders of Tibet, have made requests for the extension of the Postal Service to their wild, remote, and scarce-civilised regions. Another noteworthy fact chronicled is that last year witnessed the inauguration of the first Field Post Office service undertaken in China. The Report tells us that with a view to providing postal facilities for the various Chinese military bodies scattered along the Mongolian frontier, Field Post Offices were established at Ulanhu, Kweihsia, Kungkow, Tashibai, Kokungchung, Linsi, and Kailu. Military Base Offices were also established at Lung-shengchwang, Suiyuan, Chihfeng, and Paotowchen within the postal area. All these Offices have been staffed with specially selected men drawn from the Postal Service, and the work carried out by them—frequently in the face of adverse circumstances and danger—has met with general approval. It was China's intention this year to be represented at the Congress of the Universal Postal Congress at Madrid as a member. We are not aware that this Congress has been held, but we can agree with the Postal Commissioner that the Chinese Postal Service, with its 8,000 establishments, its efficient working system and experience gained in Union matters through the early conclusion of Postal Agreements with Union Administrations, and its competent and well-trained staff, seems now fully qualified to undertake Union obligations and responsibilities. Like the Maritime Customs, of which it is an offshoot, the Chinese Post Office is an institution of which China may well be proud already. It is one which has before it a future whose greatness cannot to-day be measured.

Yesterday was the birthday anniversary of H.M. Queen Alexandra, who was born in 1844.

At a board meeting of Bell's Asbestos Eastern Agency, Ltd., the directors decided to declare an interim dividend of 15 per cent.

Major-General F. H. Kelly, C.B., General Officer Commanding, South China Command, has received a telegram to the effect that his son, Captain E. H. Kelly, R.E., is slightly wounded and doing well.

Twenty-eight British subjects in Manila are reported by the Manila papers to have responded to the call from the British War Office for men of military experience. Their applications are being forwarded to the military headquarters in Hongkong.

The offices of the British India Steam Navigation Company, Ltd., were removed on 13th Sept. to 123, Leadenhall-street, E.C., which is the head office of the P. & O. Co. The fusion agreement of the two companies took place as from September 30th.

Before Mr. F. A. Hazeland at the Magistrate's yesterday a Chinese was charged with the theft of six yards of flannel, the property of the complainant, Carminis Alves, of Kowloon. There was also a charge of the larceny of clothing belonging to the complainant's amah. Defendant was sentenced to a month's imprisonment on each charge with four hours' stocks.

THE WAR.

[THROUGH REUTERS' AGENCY.]

THE RUSSIAN OPERATIONS.

FIFTY THOUSAND AUSTRIAN PRISONERS IN A FORTNIGHT.

LONDON, December 1st.

A Petrograd official announcement states:—

Stubborn fighting continues in the direction of Lodz.

The Germans endeavoured to advance in the region of Siczereow, but were repulsed with great losses.

Elsewhere along the front on the left bank of the Vistula on Sunday there was only an artillery duel.

The Russians, after ten days' fighting, captured the Austrian positions defending the Carpathian Passes thirty miles from Konieczno, north of Bartfeld, through Zhindanowa to Houko, south of Mezolaborez, capturing quickfiring and other guns and numerous prisoners.

The Russians in the first half of November made 50,000 Austrians prisoners.

Unimportant fighting continues in Eastern Prussia.

No Turkish warships have been observed in the Black Sea since November 21st.

THE OPERATIONS IN FRANCE AND BELGIUM.

COMBATANTS STILL RESTING.

LONDON, December 1st.

1.30 a.m.

The Paris evening communiqué says:—

There is nothing to report, except some fruitless German attacks north of Arras.

KING GEORGE VISITING BRITISH HEADQUARTERS.

LONDON, November 30th.

9.10 p.m.

The Official Press Bureau says that H.M. The King travelled to France last night on a visit to the British Headquarters.

LATER.

Reuter's correspondent in the North of France reports that the King and a numerous suite has landed in France. His Majesty was received by the Prince of Wales, and afterwards visited the hospitals.

The English papers eulogise the King's action. They mention that His Majesty is the first British monarch to be with troops on the Continent for 170 years, and say his presence will act as a stimulus to the troops.

M.P. APPOINTED BRIGADIER-GENERAL.

LONDON, December 1st.

Colonel Ivor Phillips, D.S.O., Liberal Member of Parliament for Southampton, has been appointed a Brigadier-General.

SERVING THE KING AT HOME.

LONDON, December 1st.

A firm of Government Contractors whose skilled men are enlisting asked the advice of the War Office on the subject. Lord Kitchener replied impressing on the workmen that in providing the Army with supplies and equipment they were doing their duty equally with the men enlisting.

SHARP ENGAGEMENTS IN SOMALILAND.

DERVISH FORTS CAPTURED AND DESTROYED.

LONDON, November 30th.

8.05 p.m.

The Official Press Bureau states that the new Somaliland Camel Corps, under Lieut.-Colonel Cubitt, were patrolling the grazing grounds of friendly tribes near Burao when they encountered Dervishes. There were sharp engagements at Shijber Berris on the 20th and 23rd November. All the Dervish forts were captured. The artillery inflicted considerable losses on the Dervishes, who fled. The six-foot walls of the forts were demolished.

The Commissioner of Somaliland says he cannot overstate the excellent effect these operations have produced throughout the Protectorate.

The casualties were:—

KILLED: Captain Symons, Yorkshire Light Infantry.

WOUNDED: Major Lawrence, London Yeomanry; and Captain

Dewiat, Dragoon Guards.

CHINESE ROBBERS ATTACK A EUROPEAN.

In the early hours of yesterday three Chinese broke into the residence of Mr. Alexander Carmichael, at Quarry Bay. Before they had made a complete, or even partial, examination of the premises, however, Mr. Carmichael, who had attended the St. Andrew's concert, made his appearance. With more pluck than is usually the case with Chinese thieves, they immediately attacked him, and inflicted wounds on his head and face. Mr. Carmichael struggled with his assailants, who were later arrested. Nothing was stolen from the house.

THE KAISER'S LATEST BLASPHEMOUS APPEAL.

The Russians think the Kaiser is insane. His latest proclamation, in which he says he will unite Poland to Germany, the "most cultured" country, is as follows:—

"I had a wondrous dream. The Virgin appeared to me, and entrusted me with the rescue of her sacred habitation. She gazed at me tearfully, and I went forth to execute her holy will. With me are God and the Holy Virgin, who have drawn the German sword in aid of Poland."

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

THE LATE SIR ROBERT HART'S LAND TAX PROPOSALS.

PEKING, November 30th.

The Chinese Government has recommended the State Council to consider the Land Tax proposals which were made by the late Sir Robert Hart.

THE DEFENCES OF PEKING.

PEKING, November 30th.

The Government has recommended that officers should consider a detailed plan of the defences of Peking.

[TELEGRAMS FROM THE BRITISH FOREIGN OFFICE.]

THE BRITISH WAR LOAN.

LONDON, November 29th.

The War Loan of £380,000,000, by far the largest ever raised, has been over-subscribed. A remarkable feature is the large number of small subscribers. This is a direct denial of a statement by the German Wolff Bureau to the effect that Bank of England had taken over the entire loan.

The Bank of England now holds 85½ millions Gold as compared with 20 millions at the beginning war.

SUCCESSSES AGAINST THE AUSTRIANS BY SERBIANS AND MONTENEGRINS.

The Serbian Press Bureau in a statement says that fighting has been continuous during the last fortnight. The Austrians have been several times repulsed with severe losses. On the 21st November Serbian heavy artillery bombarded the Austrian monitors off Semlin forcing them to withdraw.

An official statement issued at Cettinje says an Austrian force of eight battalions was repulsed by Montenegrins in the region of Visegrad with considerable loss in men and materials.

[FROM MANILA PAPERS.]

AFFAIRS IN MEXICO.

WASHINGTON, November 24th.

The evacuation of Vera Cruz by the American troops was completed to-day without the slightest friction. During the time that preparations were being made to embark on the transports the snipers showed some activity in the suburbs. The inhabitants of the city remained calm, despite the fact that they are apprehensive of what may take place now that the troops have left the city.

Matters in Mexico City remain unchanged for the present except for the fact that since the evacuation of the city by General Obregon, General Aguilar has assumed control.

WASHINGTON, November 27th.

Because of the outbreak of new disturbances along the Mexican border, the War Department has ordered the U.S. troops there reinforced.

THE TREATY WITH PORTUGAL.

A telegram from Lisbon announces that Congress has authorized the Premier to intervene in the war at any suitable moment in accordance with the terms of the British Alliance. It is known that Germany has long coveted the Portuguese colonies, the most valuable of which are Mozambique, including Delagoa Bay, Angola, Madeira, Goa, the Azores, Timor, St. Thomas, Principe and Macao, and that their safety has been secured by the Anglo-Portuguese Alliance. German troops have recently invaded Portuguese colonial territory in Africa, thus providing Portugal with a *casus belli*. At the outset of the present war Portugal refused to announce her neutrality, and declared Great Britain free to make use of her ports. The agreement made between Edward III. and Ferdinand of Portugal, which was signed in St. Paul's Cathedral in 1373, provided that the two countries should henceforth be reciprocal friends, and enemies to enemies, and should assist each other by sea and land. This treaty was modified by Richard II., but either country could apply to the other for help and must not assist an enemy. Charles I. renewed the treaty and Oliver Cromwell ratified it, while Charles II., who married Catherine of Portugal, confirmed all treaties made since 1641. The treaty which binds the two Powers to-day was signed in Queen Anne's reign, and it ratifies the former treaties except in so far as they are modified. It is a tripartite between England, Holland and Portugal, and its sole object seems to be to provide for the protection of Portugal against France or Spain. In 1873 the Spanish Minister inquired how England regarded these old treaties, and he was told that Great Britain was bound to defend Portugal against external aggression. But there was a secret clause added to the treaty in 1661 which compels Great Britain to protect all Portuguese colonies against all enemies of Portugal—V.O. Daily News.

Our punishment at the hands of the supermen has begun. German schools which used to advertise the teaching of English now make their announcements read: "American taught." Berlin will have to make the most of these subjective satisfactions while they last. There was a Sovereign, if we remember, who abolished the Pyrenees.—*Pall Mall Gazette*.

HONGKONG SANITARY BOARD.

OFFENSIVE TRADES AND THE GROWTH OF KOWLOON.

The usual fortnightly meeting of this Authority was held yesterday, the President of the Department (Mr. G. N. Orme) presiding. There were also present:—Hon. Mr. E. A. Hewett, C.M.G., Messrs. P. W. Goldring, Chan Kai-Ming, and Ng Hon Tsz, Dr. Francis Clark (Medical Officer of Health), Dr. W. W. Pearse (Assistant M.O.H.), and Mr. E. W. Hamilton (Secretary to the Board).

On an application for an offensive trade licence in a building on Kowloon Marine Lot No. 53, the President said that there was already set aside in Kowloon an area within which an offensive trade must not be carried on, and if members considered that—in view of the extension of Kowloon as a residential area—it was advisable to confine the area in which an offensive trade could be carried on, he would be glad to receive any suggestions. It would, however, be premature to decide anything as yet. He would himself go into the question, and see if such an area could be set aside for the convenience of both the trade and the public. In this case he would advise the Board to grant the application.

Hon. Mr. Hewett—Are the applications bound by any particular period?

The President—Three years.

Hon. Mr. Hewett said that was rather a long time. He understood from Dr. Clark that something was done a year or two ago. It seemed to him that in view of the growing needs of Kowloon the Board should not allow offensive trades to be carried on in the general part of the Colony. The trade should be limited to a certain area, and it was time that the Sanitary Board took the matter into consideration, and put before the Government proposals defining the offensive trade area. In the meantime he did not oppose this particular application.

Mr. Goldring concurred with what Hon. Mr. Hewett had said. He saw no objection whatever to the granting of this particular application, because he thought the area in question was an area that should be selected for the trade, as it was entirely away from the ordinary habitations, and seemed to him to be in the most suitable position for the trade.

The Board granted the application.

THE DEATH OF MR. JOHN WEST.

In chronicling the death of Mr. John West, managing director of Messrs. Kelly & Walsh, Ltd., the *N. C. Daily News* says it occurred at the Victoria Nursing Home on Sunday night (November 22nd) after a brief illness. Mr. West, who had reached his sixtieth year, had been unwell for some little time, but his condition only became serious a few days previous to his death when he was seized with paralysis and had to be removed to the hospital. His death will be regretted by many, since he was widely known and much esteemed. Mr. West spent nearly forty years of his life in Shanghai, and for thirty years was active in the business of Messrs. Kelly & Walsh, Ltd., beginning as a book-keeper and rising to the position of manager, and subsequently that of a director of the company. In the early days he was a keen sportsman, and may be remembered in particular for his successful ownership of race ponies. He was prominent in Masonic circles, having held many offices in the District Grand Lodge of Northern China, among them the office of Grand Warden. He was also a Past Master of the Royal Sussex Lodge, and a Past President of the Masonic Club. The funeral took place at Panshienjao Cemetery, a very large attendance of sympathizing friends, testifying by their presence not only to their regard for Mr. West but to their sympathy for his young wife. They included representatives of most of the local professional and business houses, in addition to a large number of friends of many years. The service, in the Chapel and at the graveside, was read sympathetically by the Rev. C. J. F. Symons, M.A., and the coffin was borne to the grave by Messrs. J. Ambrose, T. A. Clark, D. W. Crawford, S. W. Pratt, H. H. Read, and G. W. Williams, who were immediately followed by the chief mourners—Mrs. H. J. Sharp, representing the widow of the deceased, and Mr. C. H. May, representing the firm of Kelly & Walsh, Ltd., of which Mr. West was until the time of his death managing director.

CHINA'S RAILWAY LOANS.

The *Peking Daily News* gives the following list of the amounts of interest for the various railway loans which the Ministry of Communications has managed to pay during the last three months:—

1st Tsingpu Railway Loan	125,912 10
2nd Tsingpu Railway Loan	75,187 10
Loans from H. & S. Bank, etc.	125,250 —
Loans for Redemption of Canton-Hankow Line	114,550 —
Shanghai-Nanking Railway	77,192 10
Shanghai-Hangchow-Ningpo Line	37,593 15
Canton-Kowloon Line	37,593 15
Loan for Redemption of Canton-Hankow Line	22,554 —
Loan for Redemption of Canton-Hankow Line	77,000 Yen
Loan for Redemption of Canton-Hankow Line	\$ 11,897
Bonus for the Redemption Loan for the Canton-Hankow Line	\$ 147,900

The above sums aggregate \$7,000,000.

WAR NEWS.

"EMDEN" SURVIVORS.

ONE HUNDRED AND FIFTY PRISONERS OF WAR.

The following information was forwarded to the Hong Kong papers for publication by the Resit at Councillor:— "It has now been ascertained that of the crew of the *Emden* some 150 have survived and are prisoners of war."

YAP ISLAND.

TO BE HANDED OVER TO GREAT BRITAIN.

The *Nichi* has a paragraph stating that, as a result of negotiations held between London and Tokyo, Yap Island, recently captured from Germany by a Japanese Squadron, attached to the British Far Eastern Squadron, will be handed over to Great Britain towards the end of this month, when a garrison from Australia will arrive at the island.

WARSHIPS AT TSINGTAU.

EIGHT SUNK IN THE HARBOUR.

The Press Bureau says the German gunboats *Ilia*, *Jaguar*, *Uormaran*, *Tiger* and *Luchs*, the destroyer *Taka*, the minelayer *Uchling*, and the Austrian cruiser *Kaiserin Elisabeth* were all found in Tsingtau, sunk by explosion.

THE FALL OF TSINGTAU.

BRITISH CASUALTIES.

PEKING, November 22nd.

The following are the British casualties at the bombardment of Tsingtau:—

Second South Wales Borderers:— Killed:—Sergeants Miller and Payne, Lance-Corporal Sydenham, Privates Betts, Dale, Evans, Parkes, Pavitt, Sewell and Williams.

The wounded are as follows:—Lieutenants Williams and Patro, Sergeants Briggs and Morris, Corporals White and Jones, Lance-Corporals Chessman, Tillery, Cavalla, Privates Armstrong, Clapp, Cosmet, Field, Griffiths, Hill, Harris, G. Jones, D. Jones, Knowles, Kelly, Loveridge, Mabbatt, Mason, Meredith, Mills, Nash, Packer, Paragon, Power, Pearce, Parsons, Smith, Stevens, Shomay, Waller, Army Service Corps: Staff Sergeant Major Goodwin, Australian Commonwealth Forces, Captain Colyer.

Died in hospital of wounds:—Lance-Corporals Thomas and Johnson.

Died of disease:—Private Stoner.

THIRTY-SIXTH SIKHS.

Killed:—Lance-Naik Bishan Singh, Sepoy Udham Singh.

Wounded:—Major Munn and Knox, Captain Hay, Naik-Gurdir Singh, Sepoys: Twelve-Sikhs.

All the wounded are doing well.

THE SUEZ CANAL.

A Madrid telegram to *El Comercio* (Madrid) states that Turkey has promised to respect freedom of navigation in the Suez Canal.

An Lord Kitchener a few days ago announced that our forces were in touch with Turkish troops thirty miles East of Suez, it does not seem that too much reliance can be placed on Turkey's promise.

NEW ZEALAND'S OFFER.

The New Zealand Premier says if necessary New Zealand will send fifty thousand more men to the front.

GERMAN LOSSES ON THE YSER.

According to captured German officers, half a million Germans were fighting at the beginning of the battle on the Yser. They estimate the German losses at ninety thousand. Five Generals have been killed.

The scarcity of German small arms ammunition is proved by circulars, found on the dead, ordering the troops to husband their ammunition.

"HEINE ON PRUSSIA"

A REPULSIVE PHILOSOPHIC-CHRISTIAN MILITARY DESPOTISM.

Writing to the Editor of the *Saturday Westminster* Mr. Bernard L. Strauss says:—

"The other day I came across a very remarkable passage of Heine, which is of great interest at the present moment. It is an estimate of the Prussian national character made in 1832 in answer to those who, to use the poet's words, 'wished the Empire of Prussia to be extended, and encouraged the hope of some day seeing in the sovereigns of Prussia the rulers of a united Germany.' 'As for myself,' he writes, 'I have never had any desire to share this confidence. On the contrary, I regard this Prussian Eagle with apprehension, and while others vaunt his daring glances towards the sun, I look the more attentively at his claws. I could not trust this Prussia, this tall, plebeian hero in gaiters, this braggart with the capacious maw, carrying a corporal's staff, which he first dips in holy water before bringing it down on one's head. I had great misgivings about this philosophic-Christian military despotism, this medley of beer, deceit, and sand. Repulsive, deeply repulsive to me was ever this Prussia, this pedantic, hypocritical, sanctimonious Prussia—this Tartuffe among the nations.'"

PRISONERS IN GERMANY.

A TOTAL OF OVER 300,000.

AMSTERDAM, October 26th.

According to the Berlin papers, the number of prisoners of war in Germany up to October 21st was 296,369, including 5,401 officers. The numbers given are:—

Officers.	Men.
French	2,472
Russians	146,897
Belgians	2,164
English	104,524
	547
	31,378
	8,669

Further convoys of prisoners are en route. The Generals at present in German fortresses number twenty-seven, of whom six are French, eighteen Russians (including two Commanding Generals), and three Belgians.—*Reuter*.

THE AUSTRIAN FAILURE AGAINST THE RUSSIANS.

The following is a translation from an Austrian paper of 14th September:— [WOLFF'S TELEGRAPH BUREAU.]

Official.

Vienna, September 14th.

The War correspondent of the *Morgen* announces that the fight at Lemberg has been broken off. Our troops have been withdrawn, and assembled in a fortified region which offers very favourable conditions for the defence.

Our intention to defeat the Russian Army by a bold offensive has not been defeated by either faulty Generalship or the inferiority of our troops, but the heroism of our troops shattered itself against the enormous superiority in numbers of the enemy. It is certain that the Russian superiority amounts to many Divisions, and besides, the Russian Division is itself stronger than ours. Further, the Russians are very far advanced in their mobilization, which was begun long before the official commencement of the war. Finally, we have very nearly the entire strength of the Russians against us. In remembering that, one can rightly estimate the performance of our troops. They have not only withstood the enemy in an almost continuous battle of three weeks' duration, but have taken 60,000 prisoners and 500 guns. But this partial success, great as it was, could not bring about the desired result, as the Russians were able to replace each defeated Division by a new one.

Higher strategical considerations now require the assembly of our troops in a position against which the Russian superiority must break itself in vain. We can there quietly await an attack. I repeat once more—Our troops are not beaten and do not feel beaten.

The Austro-Hungarian Army occupy a position which is so strong that it can defy any foe.

BRITAIN'S FIGHT TO A FINISH.

AN ANSWER TO GERMAN CHARGE OF BLUFF.

THE REAL STATE OF RECRUITING.

The German newspapers, for the comfort of the German people, have been assuring their readers that the British recruiting is all a bluff. The *Times* military correspondent gives some interesting facts and figures on the subject, for, as he points out, there is no particular reason why we should allow the enemy to rest on his laurels, or to harbour these silly illusions.

We have in organized form in the British Isles at the present moment, not 600,000 men (as the German newspapers say), but exactly double this number, namely, 1,200,000 men, and the number grows almost faster than we can cope with it.

At the same time the stream of men from the British Dominions and Dependencies begins to flow in. Two first-class battleships, with all their armaments, and a host of smaller vessels, are being built, and will continue to come in so long as the war lasts, a steady stream of drafts to maintain the strength of units in the field, and of fresh units to increase the numbers of the divisions at the front.

But this is only a beginning. It is our way, as well as America's, to begin to raise our armies after war has broken out, and to go on raising them until our ultimate ends are achieved.

That is what we are doing now, and the 1,200,000 men at home, the Army in the field, and the hundreds of thousands of men who are formed or forming in India, Canada, Australia, New Zealand, South Africa, and elsewhere are merely the nucleus upon which other armies will eventually be built up.

It is not a question of practicability, but only of time. It stands to reason that an Empire of 400 millions of people can never lack men, and it also stands to reason that the first man who realized the vast resources of the British Empire and knew how to convert them into terms of himself and incidentally to make a name for himself, was the man who created an Army which would, in the end, confirm our Imperial position, and bring confusion upon the King's enemies.

This war, for us, has hardly begun. We have sent the point of our advanced guard into France to skirmish with the enemy. In the spring the rest of the advanced guard will follow, and somewhere towards the close of 1915 the main body will begin to come within view.

We are not in any hurry. We are sorry, of course, for our Allies that we are even slower than Russia in making our weight felt, but they can at least feel happy that at the moment, a year or two hence, when they will expect a rest, we shall be in a position to make good war on our own account.

If the enemy wins successes in the interval so much the better for him; but nothing can arrest the steadily ascending figures of our armies, and their cost is of little account since Germany will ultimately have to pay in territory as well as in money, because the cost of the war to the Allies cannot be met in cash by a Germany beaten to her knees.

Let us take the thing at its worst, and imagine the penultimate Cossack on the Urals and the last French doorkeeper evicted from Bordeaux. Then we begin a maritime war against Germany, and are no worse off than when we began it against Napoleon, when he had nearly all Europe under his heel.

But we are not there yet, and unless Germany can do much better than she has done hitherto, our Allies will keep the field and will continue to exercise the same constant and increasing pressure on land that we already exercise at sea.

"LONDON PREPARING FOR INVASION"

According to a Washington telegram, probably from a German source, London is preparing to repel a possible invasion by Germans. Emergency safety committees have been formed and along the south and east coast, zones of refuge have been prepared. The work of removing women and children and live stock can be commenced at a moment's notice. Everywhere throughout England rifle clubs are being organized.

DIARY OF A VISIT TO GERMANY.

GLOOMY FOREBODINGS, LONELY HOTELS AND DASHED HOPES.

[BY RENE H. FEIBERMAN, "DAILY EXPRESS" SPECIAL CORRESPONDENT.]

The Hague, October 10th.

A Dutch friend, who left Holland three weeks ago and has travelled in Germany ever since, has just sent me the diary I had asked him to keep for the *Daily Express*. My friend is still in Germany, and I must therefore refrain from quoting his name, as it would mean endless trouble for him if the Imperial authorities ever found out he had made public his observations about the Kaiser's realm. These observations represent the accurate and unbiased views of a man of great common sense and worldly experience.

BERLIN, END SEPTEMBER.—Arrival. Nothing seems changed except the time of arrival. It took me about twenty-four hours from Rotterdam, and we had to stop and change trains three times. Soldiers at different stations told me troops were moving eastward, and had, therefore, to travel by a longer route. The train had no sleepers. I am absolutely "done up." Drive to the hotel. No flags. The town is seemingly empty, although it is only 10 p.m. The hotel is empty, too. The lobby, which used to be filled with a fashionable crowd, is shrouded in darkness. A couple of old, grey-haired waiters lounge about. The younger ones are at the front—dead.

ROYAL SUITE.

The room I get for ten marks a night is the so-called "royal suite." I understand it has not been occupied for years, always good humoured, seems extraordinarily down-hearted. Only one of the lifts out of the five is working. The lift-boys are at the front. The place looks dead. The mail-boxes at the desk are empty. The bar is closed. I go out a little before retiring. Silence everywhere. Where is the enthusiasm the German papers speak of? The few people I cross in Unter den Linden and the Friedrichstrasse look anything but enthusiastic. Stopped by a number of beggars—a thing which never happened before the war. All the policemen have their revolvers in their belts, and ready for use. They look old. The younger ones are at the front. Every body is at the front. First impression in the "victorious" capital is terrible, terribly so.

A FEW DAYS LATER.—Since my arrival I have spoken to a number of Germans, and sensible Germans, too. I find that they are still confident, but they are no longer sure of the victory. Even they deprecate the wild talk of the German newspapers about a "military promenade to Paris or to Petrograd" and an "aerial promenade to London." The resistance of Verdun puts them in a panic, probably because the military genius of the Crown Prince is at stake there.

FOND DREAMS.

Generally, the Germans speak highly of the French. They despise the Russians. Their hatred of the British is so bitter and so strong that it seems almost comical. They want to destroy Britain. Patriotic Germans surely dream of seeing Sir Edward Grey, Mr. Churchill, and possibly Mr. Asquith and Lord Kitchener marching down Unter den Linden in chains on their way to the State prison of Alt-Moabit. This Anglomaniac is absolutely general; the bootblack in the Leipziger Platz, Professor Barack, of the University of Berlin, the waiter at the Kempinski Restaurant, and the little shop-girl at Wertheim's—all glow red and blue and green in the face when one speaks of Britain.

This evening there was a big crowd before my hotel. The "war supplements" were announced for 9 p.m., and people who were supposed to be well-informed predicted they would announce great things. The war papers did not appear. Why? I don't know and nobody knows. The disappointment was visible on everybody's face. Victory to-day. This was said as a joke when I left Berlin six weeks ago; it meant, then, "We'll have one to-morrow." The same phrase: "No victory to-day," is said now with considerable sadness. To-day, it seems, it means: "We'll have a defeat to-morrow."

SEPTEMBER 30th.—A Berlin lady, whose guest I was at dinner to-night, surprised me by herself opening the door when I rang. She has discharged her servants. Thousands of people have. All are economizing, for there is no telling how long this war will last. She also cooked the dinner, and must say I regretted the talents of her former cook. There are hundreds and hundreds of servants about Berlin looking for jobs, and nobody who wants to give them work. Their state of misery is terrible. The authorities can, and will, do nothing for them. They are only concerned with the wives of soldiers—and inadequately at that—and with Socialist workmen. Socialists vote; servant girls don't.

Terrible fears are entertained about the supply of coal in Germany, and more especially in Berlin. Thousands of apartment-house owners, who are supposed to heat their flats by beginning October 1st, have given notice that they will postpone the heating for some time. There will surely be a terrible shortage of coal in Berlin even before Christmas. And what a terrible Christmas it will be, too!

GERMAN GENERALS.

OCTOBER.—Nothing from the west. The Germans are stuck at Verdun. God knows how long they will be there. They seem to have run against a stone wall. Strange stories are told here—on the quiet, of course—about German generals. General von Hausen had to be recalled because he was wasting his men, sending them to their death without the least consideration for their lives on absolutely useless or hopeless attacks. General von Kluck's adventures everybody terms a "national misfortune."

The great man of the hour is General von Hindenburg, who was forced to take over the command of the beaten Austrians, after the failure of Danik

and Aussenberg. Poor Hindenburg! He had retired, and now the Kaiser forces a hopeless job on him. People say the Kaiser promised him to give him the title of prince.

Meanwhile, universities, students' associations, and *Stammesvereine* are piling telegrams of congratulations, degrees, and honorary citizenships on the general. An horticulturist has given the name of *Hindenburg* to a new orchid, and the town council at Frankfurt has given the name of Hindenburg to a street, formerly called *Französische Strasse* (French street). Hindenburg is the man of the hour, with General von Falkenhayn, the Prussian War Minister, and probable successor of the present Chancellor, General von Moltke, the chief of the General Staff, is very ill. At least, he is said to be "too strong."

LEIPZIG.—Silence here, just as in Berlin. No flags, nothing that indicates joy, or even hopefulness. My business friends seem to have abandoned the hope of a final German victory. "Our enemies are really too strong." They all admit that they would have scored all their opponents had Britain not interfered; hence their mad hatred for Britain. They tell me terrible atrocities committed by Tommy Atkins and the Belgians. No proofs, of course. When I speak about Britain and Rheims they shrug their shoulders and say, "War is war."

Here, too, tramcars have women conductors. The American consular officials urge their nationals never to speak a word of English in public. It may mean arrest, temporary detention—and, at all events, being mobbed. One cannot think that, after the war, there will ever be anything like decent business intercourse between Germany and Britain. At any rate, it will take years and years to make that possible. The Brussels Burgomaster is in Leipzig. People who saw him driving in a military motor-car, with an armed soldier at his side, call him "the Belgian scoundrel." Delightful!

BERLIN.—On the strength of a rumour that Antwerp will soon surrender, lots of people have put up their flags. Count Reventlow in the *Tagesspiegel* urges everybody to hoist flags, but he wants people to take them down every night, and hoist them up again the next morning. Otherwise, he says, "flags have no significance." A shocking sight in Berlin are the wounded. Thousands of people about their arms in slings or otherwise damaged. They look very miserable and very poor. I have spoken to several. Some were in Belgium; others in East Prussia. Curiously enough, these people tell no atrocity stories about their enemies. On the contrary, they all admire the French, and even have a word of praise for the fine marksmen the English are.

The Cossacks, of course, frightened them out of their wits. They had been told the Cossack would maintain them all. They didn't. The Russian officers were mostly gentlemen. The German privates could not get over it. I am not sure there are 180,000 German wounded since the beginning of the war. How many dead? Nobody knows, or even dares to think. The Berlin papers publish interminable lists of casualties, but never complete lists, only lists of such dead and wounded as are domiciled in Berlin and the environs. The *Reichsanzeiger* alone publishes the complete lists. I am told. Each list covers twenty pages of that paper and in many times as many of the smaller newspapers. Though the superstitious decline to wear mourning, on the ground that "dying for the Fatherland and for the Kaiser is not sad."

OCTOBER.—Antwerp has fallen. Flags out everywhere, but not very much satisfaction. The military critics are at pains to discover the utility of this victory. They cannot find it. Unless Germany violates Dutch neutrality Antwerp is no good to her. The fall of Antwerp is not "the" victory Germany expected; all the talk about the "brilliant" entry of the German marines, does not satisfy the Berliners to-night. I told the news to one of my friends to-night. He answered sadly, with a typical "Berlinism": "Wenn schon! (Well, what of it!)"

OCTOBER.—Where is the Kaiser? The papers answer: "The Kaiser is with his people." That is vague. The Kaiser never went to the eastern battlefield. His headquarters are near Mezieres, not far from Sedan. He goes about a lot, but always secretly. People who saw him at the headquarters say he looks very bad, and suffers from continual headaches. I don't know whether it is true. The Crown Prince's popularity is falling to bits owing to his hopeless attempt to get to Paris. When speaking of the other Imperial princes and their military achievements, people smile indulgently. There seems to be a slump about princes just now.

DISCOVERY OF GERMAN WIRELESS AT SABANG.

FIVE YEARS FOR OWNER OF A "TOY."

On 28th October the wireless operator at Sabang discovered that a strange wireless machine was taking or sending messages in the near vicinity. He promptly gave information to the Military authorities, who at once proceeded to search all the interned ships in the Harbour that possessed wireless telegraphy. All the ships with wireless apparatus sealed up at the beginning of the war, and they were unable to find anything the matter with any of the ships' installations that had been sealed. Their suspicions were at last aroused by the *Preussen*, which was not fitted with wireless, and eventually they were rewarded by finding a small, compact installation hidden against the mast. The Captain and fourth officer were at once arrested and put on their trial for endangering the neutrality of Holland. The apparatus was found to be only a receiving one, unable to send messages, the radius being about 100 miles. The captain, on being interrogated, replied, "It is only a 'spielerei' (a toy) but the 'toy' has proved to be a very expensive one as the possessor has since been sentenced to five years' imprisonment." *Penang Gazette*.

PARIS FASHIONS.

DRESS AS A LOST ART.

[FROM "THE TIMES" FASHION CORRESPONDENT.]

PARIS, October 16th.

Within the last two weeks Paris has regained something of its normal animation, and the *bourgeoisie* is gradually coming back to the centre of its civilization. The expensive modern flats, with all the "modern comforts" and superfluous mural decorations, are being opened again, and we no longer look astonished at the sight of a pair of white gloves or a hat trimmed with expensive feathers when we meet them in the street. But the animation, the modern comforts, and the smart clothes are all of very superficial foundation. The animation rests on a natural recoil from war and its horrors; the smart clothes are a protest against the prevailing sadness, and the modern comforts lie chiefly in the imagination, for it looks extremely unlikely that we shall get any of them this winter. We shall be allowed strict necessities and necessities. As to that great modern privilege of being able to grumble, it is utterly out of the question, for administrations and tradespeople of every size and rank will dispose of all complaints under the sweeping excuse of—"In war time we are responsible for nothing." To which statement there is no reply.

SOCIAL LIFE IN ABEYANCE.

Under present conditions it is not at all likely that the social life of Paris will awaken. There is too much anxiety, too much mourning, and there are no public amusements. The only rawness so far is in the schools and colleges, and even there the falling off in attendance is very marked. People are not coming back to Paris readily this autumn, and even when they do it is to go on with the quiet life they have led since the war. A bootmaker who prides himself that he only makes for the "best people" told me that he called on 25 of his customers last week, and did not find one of them. "They are all in the provinces, and they will stay there as long as they can." In the meantime, the *salons* are still closed. Only the big shops are systematically going on in the same way as nearly as the times allow them to; and even they have comparatively little to do. What will happen when the enemy is driven back into Germany remains to be seen, but it is not likely that the French people will take up any social life until the war is over. It is possible that business Americans may come back to buy model dresses, but it is more likely that they will try to institute a school of American fashions in America, as this has always been among their cherished plans. This means that the money-spending population of Paris will be very much reduced this winter, and the *affaires de luxe* are not likely to flourish.

Some dressmakers are sending models to Canada, to America, and to London. A few are trying to launch models here, but without much success. No woman with any sense of the fitness of things would dream of wearing anything but the most simple of tailor-mades and the most discreet of hats just now. Any new fashion must therefore be very restrained in character, and essentially extravagant of any kind will be severely avoided. We may see a few foolish women on the boulevards wearing something outrageous, but no Frenchwoman who counts would do anything so incongruous. We shall see many women, nevertheless, who look charming and attractive, for it is second nature for them to be so; but dress, as an art, is dead for the moment, and even the dressmakers are resigned to its being so. Some of them have turned their show-rooms into auxiliary hospitals for the *Croix Rouge*, and many have installed workrooms for the same society in their attics.

THE NATIVE GENIUS.

A not uninteresting question is that which concerns the German-Jew influence in the French dressmaking world. Before the war it was paramount, and it was certainly responsible in no small measure for the foolish exaggerations in women's dress which have given such scope to the pencil of the caricaturists for the last year or two. Fantastic attempts to prove themselves French were made by the German dressmakers when the order for mobilization was issued and there was trouble with the mob about obviously German signs. Patriotic protests were made and flags were hung all over the doorways and windows, so arranged as cleverly to conceal the tell-tale names. If the Parisians are clever enough to rid themselves of these foreign influences we may see a France regenerated not only in morals but in art; her women will once more dress as women, not as beings without a name, her decorative art may lose its Munich flavour, her architecture may return to its old traditions, and brutal colouring may give place to something more in keeping with her natural mentality.

The only obvious signs of a change in dress that is noticeable since October came in are those we see in the streets. Furs have come back, skirts are all wider round the feet and quite short, and there is a certain little black velvet hat which has obviously been inspired by the cap of the London Scottish Regiment. It suits a fresh-faced girl, but it ill-becomes an older woman.

THE LATEST RUBBER DIVIDENDS.

The following dividends are announced: Anglo-Sumatra 17½ per cent., forward £8,400. Kuala Lumpur 7½ per cent., reserve £12,500, forward £11,600. Tanga-Bala (interim) 3 per cent. Third Mile (interim) 5 per cent. United Sumatra interim dividend is 6½ per cent. Overseas Governments have prohibited the export of rubber to other than British ports. The Government now prohibits the export of rubber, tea and coffee from the United Kingdom.

THE WRECK OF THE "BENGLOE."

HEAVY SALVAGE CLAIM.

The salvaging of the steamer *Bengloe*, which grounded September 13th, 1914, on a coral-reef in the Sulu Sea is now the subject of a civil suit brought at Manila by Jose Fernandez, O. N. Holmsen, and M. A. Maledoc to recover P.149,790. They allege they were equally associated together for the purpose of salvaging the *Bengloe*, her cargo and apparatus. The defendants in the case are F. W. Thompson & Co., a British corporation; W. F. Stevenson & Co., their lawfully constituted agent for the Philippines; Ker & Co., agent for the underwriters of the insurers of the steamer and cargo; Captain Guy, master of the *Bengloe*; Captain Swan, representative of the insurers of the steamer and cargo; John Doo, Richard Roe, and Henry Jones, persons claiming some interest in this steamer and cargo, whose true names are unknown to plaintiffs.

The *Bengloe* left Manila, after the petition, on August 28th, 1914, for European ports with a cargo of copra, sugar, and the usual ship's furniture, apparatus, and coal for steaming purposes. On September 13th it was grounded on Moyone Shoal, east of Palawan. On or about October 1st, after a severe storm, it is alleged, the master left the vessel with the balance of the crew, a portion having left previously, and abandoned it with its cargo, believing that it could not be saved. Entry to the effect was made in the log book of this steamer, after which the master proceeded to Puerto Princessa.

On his arrival at Manila, October 5th it is alleged, the master declared that the *Bengloe* was hopeless and that it had been finally abandoned. In the meantime plaintiffs hired a launch from the Governor of Palawan and made arrangements for the salvage of the steamer and cargo. When they arrived at the place where the vessel was stranded, on October 7th, they found the ship abandoned, with no flag flying, whereupon they hoisted the American flag and commenced the salvage work.

On October 9th Captains Guy and Swan arrived on the scene while plaintiffs were in possession, and, with the assistance of Captain Cameron, of the Coast Guard cutter *Polito*, took possession of the *Bengloe*, hauled down the Stars and Stripes, ran up the British Jack, left a crew of about 200 men, with rifles, all against the protest of Maledoc. Plaintiffs allege that they salvaged 14,971 kilos of copra, a long list of ship's furniture and tools, valued at P.2,970. The cargo, they allege, consists of 1,400 tons of sugar valued at P.100,000; 800 tons copra, valued at P.100,000; 450 tons coal, P.5,000, all of which they would have salvaged and marketed had they not been prevented. Altogether they claim a total damage of P.149,790, and a temporary restraining order forbidding defendants from removing the cargo from the Philippines.

CHINA'S SALT REVENUE.

The following is the table of the monthly receipts (in dollars) of the salt revenue during the past ten months:—

January	2,790,400
February	3,914,109
March	3,847,899
April	4,472,110
May	4,236,533
June	4,953,374
July	4,265,137
August	4,607,913
September	4,579,144
October	4,797,681

Total 42,956,093

The receipts for the months of November and December are estimated at \$8,000,000. Thus the total amount of salt revenue this year will be more than \$50,000,000.

The amount of surplus salt revenue which the Quintuple Group has handed over to the Chinese Government from April to October last was Taels 13,000,000 or approximately \$2,000,000.—*Peking Daily News*.

IMITATIONS

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Hongkong, 1st December, 1914. [1403]

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NOTICE.

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JAMES CRAIK,
Secretary.
Hongkong, 25th November, 1914. [1399]

G. 2. R.
SANITARY BOARD OFFICE,
HONGKONG.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended) every Domestic Building or part of such Building within the CENTRAL Division of the City of Victoria, and the WESTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMB WASHED THROUGHOUT by the owners during the months of December and January.

N.B.—The word "throughout" used in this Notice means that the Houses should be Limb washed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls Limb washed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Limb washed, but must be Cleaned.

The CENTRAL Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West.

Kowloon is divided into the EASTERN and WESTERN Divisions by Nathan Road and a straight line drawn from the North end through the Yumati Service reservoir to the Northern boundary of Kowloon.

Dated this 1st day of December, 1914.
E. W. HAMILTON,
Secretary.

FRENCH LESSONS

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15, MORRISON HILL ROAD.

YEW LEE.

AR CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS
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Hongkong, 27th October, 1914. [1295]

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Hongkong, 30th July, 1914. [999]

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[1204]

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Hongkong, 3rd November, 1914. [1319]

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Hongkong, 1st December, 1914. [1404]

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3rd Floor, Alexandra Buildings.
Hongkong, 30th October, 1914. [1174]

TO LET.

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Apply to—
SHEWAN, TOMES & CO.
Hongkong, 28th August, 1914. [1097]

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GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchoi Road.
Apply, etc.

THE HONGKONG LAND INVEST-
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Hongkong, 1st December, 1914. [1061]

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Hongkong, 27th November, 1914. [1254]

TO LET.

NO. 133, THE PEAK, "THE KENNELS."
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THE HONGKONG LAND INVEST-
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Hongkong, 1st December, 1914. [1231]

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Hongkong, 29th October, 1914. [1303]

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Hongkong, 6th November, 1914. [1329]

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Hongkong, 23rd October, 1914. [923]

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Hongkong, 28th October, 1914. [1805]

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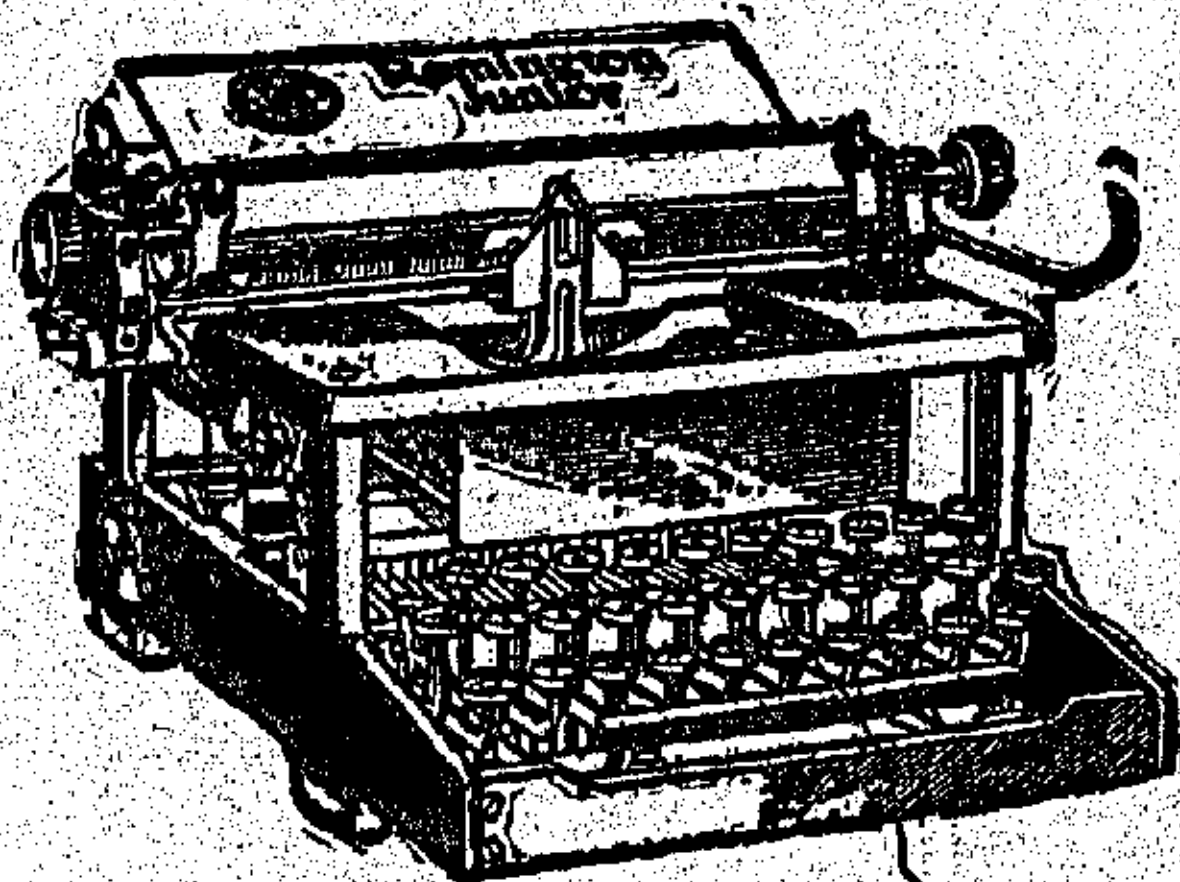
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Hon Kong, 30th November, 1914. [1398]

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Hongkong, 11th November, 1914. [18]

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A. R. LINTON,
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Hongkong, 10th July 1913. [149]

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Hongkong, 8th June, 1914. [1494]

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N. J. STARR,
Chief Manager.

Hongkong, 2nd November, 1914. [16]

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G. A. DUNLOP, Manager.

No. 8, Des Vaux Road Central,
Hongkong, 17th November, 1914. [21]

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K. TSUDZURABARA, Manager.

Hongkong, 10th October, 1914. [181]

BANKS

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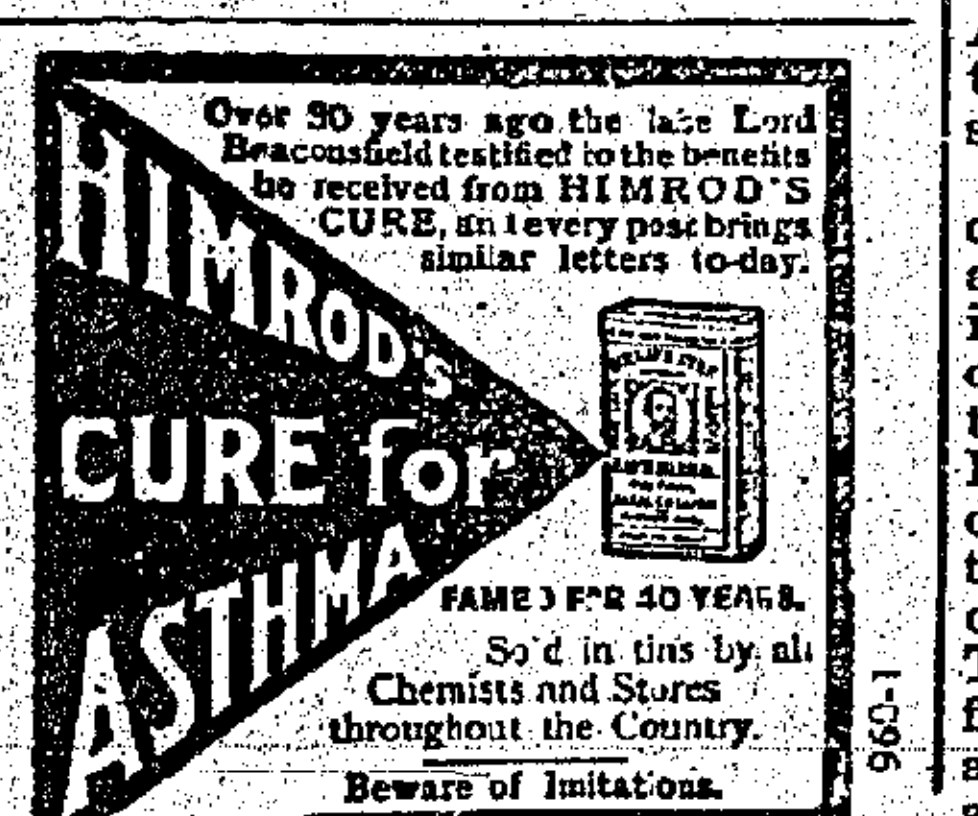
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WITH THE GERMANS IN BRUSSELS.
MARKED MAP OF LONDON READY.
COCKSURE OFFICERS.

The following extraordinarily interesting account of a stay of nearly four weeks among the Germans in Belgium is written by a neutral who was provided by the Germans with exceptional facilities for going everywhere and seeing everything. The writer arrived in Brussels on September 25th and left Antwerp on Sunday, October 18th. He draws a striking picture of the ruthless Germanisation of Belgium, describes what he saw of Germany's immense war equipment, and tells of the German officers' boasts about their imminent arrival in London.

I arrived in Brussels on September 25th from Ostend, travelling via Grammont. The first thing I did was to obtain passes from the German Government to go anywhere I liked in Belgium, and after that I had no trouble in getting into the German lines, as I easily made friends with the officers and men.

I found life in Brussels very quiet. The big department shops are only open for a few hours in the day. What struck me principally were the hordes of German tourists about the place. The Germans have settled down in Brussels altogether, and many officers have brought in their families. The authorities are bringing in hundreds of Germans every week—clerks, postal officials, and the like. They have introduced their own German stamps into Belgium, surcharging them with the word "Belgien" (German for Belgium) and the value in Belgian money. The Post Office has been completely Germanised.

Two weeks ago 450 Belgian postal clerks and postmen went out on strike, declining to work any longer with Germans. The same day all the post-boxes in Brussels were placarded with a German poster telling the inhabitants to fetch their letters from the Post Office. A few days later I was sold stamps at the Central Post Office by a young German who had been imported with hundreds of others from Germany to take the places of the strikers. The Germans are making a house-to-house canvass right through Belgium for all the young men remaining. These are taken away to Germany to work on the farms or to be drilled.

£2 for "THE TIMES."

The only English newspaper procurable in Brussels was *The Times*, and that only at imminent risk. Foreign newspapers are absolutely prohibited, and three newboys found with foreign journals on them have already been shot. As long as Ostend was in the hands of the Allies *The Times* used to come up by special relay of messengers, and it cost me three and a half francs (about 8s.) a copy. I saw a single copy of *The Times* sold at the Hotel Métropole to an English Red Cross man for £2. I was very careful not to be seen reading my copy, and used to keep it hidden between the mattresses of my bed at the hotel when I went out.

My first visit in Brussels was to the famous Palais de Justice (Law Courts). I was admitted on showing my pass to the guards. The offices were open and were occupied by Germans. They had made a fortress of the place with sandbags, which were piled high round one side of the building, while telescopes and machine guns were mounted on the tower. From here I went on to the King's Palace, where I found one end occupied by the Red Cross. The other wing is tenanted by Field-Marshal von der Goltz, the German Governor-General of Belgium, and his personal staff and guard. The royal garage attached to the palace is now filled with some of the German Emperor's own motor-cars bearing the imperial crest and sent to Brussels from the royal palace at Potsdam on the special instructions of the Kaiser.

Across the road from the palace is the Royal Museum of Arts of Brussels. The Germans have installed here a special operating theatre for their wounded. It is a positive shame that such a fine old building and its contents should be exposed to damage in this fashion when there are at least a hundred of the finest buildings in Brussels fitted up by the Belgian Red Cross unoccupied.

FORCED TO SING.

The Botanical Gardens in Brussels are used by the Germans as a resting-place for their soldiers on short leave. And the regiments that come down from the front want a rest, I can tell you. On October 13 I saw half a battalion come in after fighting round Antwerp. Out of 450 men every one with the exception of about 30 was staggering along like a drunken man, the officers striking the men as they marched with their swords and shouting at them, "Singen!" (sing). I could hear the click of the officers' swords on the men's bayonets. All the men were singing different tunes. The iron hand of the Prussian officer over his men has not relaxed under the influence of war. All the formalities of drill and discipline are enforced as usual.

The Germans take great care of their men. For instance, the Royal Baths and the Bain Savon, which are run entirely by Germans, are largely patronised by the soldiers. I saw tired men going in parties of 150 to have a Turkish bath and a swim before proceeding to the Botanical Gardens or the Royal Park to sleep. As soon as the men are in condition again they are sent back to the front or, as they say, "on their way to London."

All the grounds of the Palace of Lueken, one of King Albert's summer residences, are occupied by troops, but the palace itself was occupied only for three days by officers. The waiter who was commissioned to bring in their meals from one of the Brussels hotels waxed indignant over the destruction the German officers did among the pictures and old furniture. The officers would only dine at the palace. The order would be to serve dinner for fifty officers at eight and for ten servants at ten. This went on for three days just after the occupation of Brussels.

WM. POWELL, LTD.

TELEPHONE 346.

CHINA AND GLASS DEPT.

JUST ARRIVED.
DAINTY DESIGNS
IN INEXPENSIVE
DESSERT SETS.

TEA AND DINNER SERVICES IN STOCK
SUITES, ODD PIECES SOLD.

TOILET SETS. GLASSWARE. TEA SETS.

On the third day dinner was ordered for 6.30 and was accordingly sent, but when the waiters arrived no officers were to be seen, but the place was in a terrible state. The officers seem to have received marching orders hurriedly, but before leaving, the waiter said, they cut the paintings with knives, shot holes in the furniture, and tore great holes in the carpets. They always paid for their dinners when ordering, signing the bills with a rubber stamp of King Albert which they took from the King's desk.

The Gare du Nord was filled with soldiers, while the Grande Place, in front was occupied by their motor-cars with machine guns at each corner. The Palace Hotel across the square is entirely occupied by Germans, and no outsiders were allowed to enter without a pass. In the restaurant of the hotel the Germans have fitted up a kind of dais at one end, and here and there are desks for the use of superior officers. This room is used for the presentation of Iron Crosses to the troops. Slightly wounded Germans occupy two floors of the Hotel Métropole, and superior officers are also quartered here. I stopped at this hotel and had many talks with the officers over their coffee.

A detachment of the Army Air Corps was quartered at my hotel, and I often used to chaff the airmen as they left the hotel for one of the aviation camps to go on reconnaissance duty. "Give my regards to London!" I would say, and they would answer, "London will wait till its turn comes!" On Thursday evening, October 15th, the General Staff entertained about 30 or 35 Army airmen to a banquet. They had their coffee and liquors in the smoking-room, where I was the only civilian present.

LONDON MAP READY.

Here they spread out a large map of England with an inset map of London. A major began to deliver some remarks, illustrating what he was saying with a pointer. Though they talked low at times I distinctly heard them remark the location on the map of the Bank of England, the War Office, and the Houses of Parliament. After the lecture bottles of champagne were opened and presently the officers began to talk to me. They declared that the next two weeks were to be the busiest weeks of their lives, for they were leaving the next day *en route* for London. I would have remarked that since their rebuff before Paris the Germans say that they will go first to London before entering Paris.

No English persons of any description are allowed out of Brussels. The treatment of English people by the Germans is pitiful. Anybody in a café suspected of being English is asked for his passport, and should he be English is sent off to Germany a prisoner. Consequently the English in Brussels remain in their houses or frequent only the streets where they are not molested. If one attempts to leave the town he is arrested and sent off to Germany by the next train. The General Staff issued special orders last week, transmitted, I was told, by the imperial authorities in Berlin, that no more British soldiers were to be brought in as prisoners on penalty of forfeiting leave for a week and one month's pay.

I became very friendly with a high German officer in Brussels and gladly availed myself of an offer he made me to take me in his car to Cologne and back. We left early one morning and went by way of Namur and Liège. We rushed through Namur without stopping, but the destruction I saw on every side made my blood run cold. The sight of the starving and destitute people on the roads and in the ruined villages was horrible. We spent just the night at Cologne. I talked with several people at the hotel. Like the officers, they believe that England will be overthrown, and there is even talk of her being made a province of Germany. On the way back from Cologne my German army friend expanded on the strength of information which he said he had received through from Berlin during his night's stay at Cologne. He told me that "new 20 in." guns were being forwarded "direct to Calais" for the "bombardment of England" to be carried out in co-operation with their submarines.

When he told me this I had my doubts of the Germans ever seeing Calais, but the German officer, remarking my incredulity, said, "My dear boy, we have a calendar of dates to go by that we don't fail to keep, and since the beginning of the war we have kept every date, and the dates we have made for England will be kept promptly."

At Brussels he took his leave, saying to me, "Unless you go to England soon I shall be there long before you. All our arrangements are made."—*Daily Mail*.

THE MINING OUTLOOK.

BRIGHTENING PROSPECTS IN THE MALAY STATES.

The Ipoh correspondent of the *Malay Mail* writes:—

A lighter atmosphere has been introduced into the mining industry by the rise in the price of tin. There are those who are optimistic enough to think that the bad days are now over, but the general feeling is that the present rise must not be regarded as more than a temporary movement, caused by a temporary demand; it is believed that the price will drop again to the neighbourhood of \$60 per picul in the course of the next ten days and that we will have once more to pass through a period of anxiety.

Despite the low prices it is wonderful the amount of activity in the Kinta district. There can be few mines paying just now, but beyond a good number of the smaller Chinese mines, efforts have been made to continue operations. This in the majority of cases has meant loss, and now the question naturally arises how long can these propositions continue to bear such loss? There can be no denying that the continuous strain will soon tell its tale in closed mines unless prices keep nearer \$70 than \$60. To thoroughly realise this we have only to think that most mines have been working without profit and often at considerable loss, for the past six months. The mining industry was in the unfortunate position of having to face the crisis created by the war with strength that had been greatly diminished by the low prices ruling for some time previous.

The great thing at the moment is to bring about a judicious reduction of the labour force. Without being unduly pessimistic, we may anticipate that the prices will not reach \$70 per picul for some time yet, and that they will probably soon fall to \$60. If the strain is continued the mines will be forced to dismiss a large proportion of their labour. Hitherto they have tried as far as possible to meet the situation without dismissing many of their coolies. But the strain will now tell, and we will find that they will be forced to dismiss a large proportion of their labour force. That is the grave danger of the moment. We cannot afford to blink facts. The bad times have created crime; gang robberies and burglaries have been pretty numerous. I am afraid, than is generally known. If the unemployment is added to, as seems to be very probable, we may look for a considerable increase of crime. It must not be overlooked that the Chinese New Year is now not so very far off. If there is not an improvement in conditions by then, and the country is overrun by unemployment and poverty, the risks, to say the least, are great.

If the mines can manage to only gradually reduce their forces, and the Government continue their good work of repatriation, the situation may be met.

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Hongkong, 13th June, 1914.

[825]

HONGKONG METEOROLOGICAL

REGISTER.

Hongkong Observatory, December 1st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.6	30.05	30.2
Temperature	70	68	72
Humidity	66	83	77
Wind Direction	East	East	East
Force	3	2	4
Weather	0	0	0
Rain	—	—	—

Highest open air Temperature on 10th .. 72
Lowest open air Temperature on 30th .. 64

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THE FIGHT IN THE BIGHT.

OFFICIAL DISPATCHES.

The following was issued on the night of the 22nd October as a supplement to the *London Gazette*:

Admiralty,

21st October, 1914.

The following dispatches have been received from Vice-Admiral (Acting) Sir David Beatty, K.C.B., M.V.O., D.S.O., H.M.S. *Lion*, Rear-Admiral Arthur H. Christian, M.V.O., H.M.S. *Euryalus*, Commodore Reginald Y. Tyrwhitt, Commodore (T), H.M.S. *Arcturion*, and Commodore Roger J. B. Keyes, C.B., M.V.O., Commodore (S), reporting the engagement off Heligoland on Friday, the 28th August.

H.M.S. *Lion*,

1st September, 1914.

Sir, I have the honour to report that on Thursday, 27th August, at 5 a.m., I proceeded with the First Battle Cruiser Squadron and First Light Cruiser Squadron in company to rendezvous with the Rear-Admiral, *Invincible*.

At 4 a.m., 28th August, the movements of the *Flotilla* commenced as previously arranged, the Battle Cruiser Squadron and Light Cruiser Squadron supporting the Rear-Admiral, *Invincible*, with *New Zealand* and four Destroyers having joined my flag, the Squadron passed through the pre-arranged rendezvous.

At 8.10 a.m. I received a signal from the Commodore (T), informing me that the *Flotilla* was in action with the enemy. This was presumably in the vicinity of their pre-arranged rendezvous. From this time until 11 a.m. I remained about the vicinity ready to support as necessary, intercepting various signals, which contained no information on which I could act.

At 11 a.m. the Squadron was attacked by three submarines. The attack was frustrated by rapid manoeuvring and the four Destroyers were ordered to attack them. Shortly after 11 a.m., various signals having been received indicating that the Commodore (T) and Commodore (S) were both in need of assistance, I ordered the Light Cruiser Squadron to support the Torpedo *Flotilla*.

Later I received a signal from the Commodore (T), stating that he was being attacked by a large Cruiser, and a further signal informing me that he was being hard pressed and asking for assistance. The Captain (D) *Flotilla*, also signalled that he was in need of help.

From the foregoing the situation appeared to be critical. The *Flotilla* had advanced only ten miles since 8 a.m., and were only about twenty-five miles from two enemy bases on the flank and rear respectively. Commodore Goodenough had detached two of his Light Cruisers to assist some Destroyers earlier in the day, and these had not yet rejoined. (They rejoined at 2.30 p.m.) As the reports indicated the presence of many enemy ships, and a large Cruiser—I considered that his force might not be strong enough to deal with the situation sufficiently rapidly, so at 11.30 a.m. the Battle Cruisers turned to E.S.E. and worked up to full speed. It was evident that to be of any value the support must be overwhelming and carried out at the highest speed possible.

I had not lost sight of the risk of submarines, and possible sortie in force from the enemy's base, especially in view of the mist to the South-East.

Our high speed, however, made submarine attack difficult, and the smoothness of the sea made their detection comparatively easy. I considered that we were powerful enough to deal with any sortie except by a Battle Squadron, which was unlikely to come out in time, provided our stroke was sufficiently rapid.

At 12.15 p.m. *Peerless* and First *Flotilla* were sighted retreating West. At the same time the Light Cruiser Squadron was observed to be engaging an enemy ship ahead. They appeared to have her beat.

I then steered N.E. to sounds of firing ahead and at 12.30 p.m. sighted *Arcturion* and Third *Flotilla* retreating to the Westward engaging a Cruiser of the *König* class on our port bow. I steered to cut her off from Heligoland, and at 12.37 p.m. opened fire. At 12.42 the enemy turned to N.E., and we closed at 27 knots.

At 12.56 p.m. sighted and engaged a two-funnelled Cruiser ahead. *Lion* fired two salvoes at her, which took effect, and she disappeared into the mist, burning furiously and in a sinking condition. In view of the mist and that she was steering at high speed at right angles to *Lion*, who was herself steaming at 28 knots, the *Lion's* firing was very creditable.

Our Destroyers had reported the presence of floating mines to the Eastward and I considered it inadvisable to pursue her. It was also essential that the Squadrons should remain concentrated, and I accordingly ordered a withdrawal. The Battle Cruisers turned North and drove to port to complete the destruction of the vessel first engaged. She was sighted again at 1.25 p.m. steaming S.E. with colours still flying. *Lion* opened fire with two turrets, and at 1.35 p.m., after receiving two salvoes, she sank.

The four attached Destroyers were sent to pick up survivors, but I deeply regret that they subsequently reported that they searched the area but found none.

At 1.40 p.m. the Battle Cruisers turned to the Northward, and *Queen Mary* was again attacked by a submarine. The attack was avoided by the use of the helm. *Lion* was also unsuccessfully attacked. The Battle Cruisers covered the retirement until night-fall. By 6 p.m., the retirement having been well executed and all Destroyers accounted for, I altered course, spread the Light Cruisers, and swept northwards in accordance with the Commander-in-Chief's orders. At 7.45 p.m. I detached *Liverpool* to Rosyth with German prisoners, 7 officers and 79 men, survivors from *Mainz*. No further incident occurred. I have the honour to be, Sir, your obedient servant.

(Signed) DAVID BEATTY,
Vice-Admiral.

The Secretary of the Admiralty.

Euryalus,

28th September, 1914.

Sir, I have the honour to report that in accordance with your orders a reconnaissance in force was carried out in the Heligoland Bight on the 28th August, with the object of attacking the enemy's Light Cruisers and Destroyers.

The forces under my orders (viz., the Cruiser Force, under Rear-Admiral H. H. Campbell, C.V.O., *Euryalus*, *Amethyst*, First and Third Destroyer *Flotillas* and the Submarines) took up the positions assigned to them on the evening of the 27th August, and, in accordance with directions given, proceeded during the night to approach the Heligoland Bight.

The Cruiser Force under Rear-Admiral Campbell, with *Euryalus* (my Flagship) and *Amethyst*, was stationed to intercept any enemy vessels chased to the westward. At 4.30 p.m. on the 28th August these Cruisers, having proceeded to the eastward, fell in with *Lion* and three other Destroyers, and the wounded and prisoners in these vessels were transferred in boats to *Bacchante* and *Cressy*, which left for the *Nore*. *Amethyst* took *Laurel* in tow, and at 9.30 p.m. *Hop* was detached to take *Arcturion* in tow. This latter is referred to in Commodore R. Y. Tyrwhitt's report, and I quite concur in his remarks as to the skill and rapidity with which this was done in the dark with no lights permissible.

Commodore Reginald Y. Tyrwhitt was in command of the Destroyer *Flotilla*, and his report is enclosed herewith. His attack was delivered with great skill and gallantry, and he was most ably seconded by Captain William F. Blunt, in *Peerless*, and the Officers in command of the Destroyers, who handled their vessels in a manner worthy of the best traditions of the British Navy.

Commodore Roger J. B. Keyes, in *Lion*, had, on the 27th August, escorted some Submarines into positions allotted to them in the immediate vicinity of the enemy's coast. On the morning of the 28th August, in company with *Firedrake*, he searched the area to the southward of the Battle Cruisers for the enemy's Submarines, and subsequently, having been detached, was present at the sinking of the German Cruiser *Mainz*, when he gallantly proceeded alongside her and rescued 220 of her crew, many of whom were wounded. Subsequently he escorted *Laurel* and *Liberty* out of action, and kept them company till Rear-Admiral Campbell's Cruisers were sighted.

As regards the Submarine Officers, I would specially mention the names of:—

(a) Lieutenant-Commander Ernest W. Leir. His coolness and resource in rescuing the crews of the *Goshawk* and *Defender* at a critical time of the action were admirable.

(b) Lieutenant-Commander Cecil P. Tabbot. In my opinion, the bravery and resource of the Officers in command of Submarines since the war commenced are worthy of the highest commendation.

I have the honour to be, Sir,

Your obedient servant,

A. H. CHRISTIAN,

Rear-Admiral.

The Secretary, Admiralty.

H.M.S. *Lion*,

28th September, 1914.

Sir, I have the honour to report that at 5 a.m. on Thursday, 27th August, in accordance with orders received from their Lordships, I sailed in *Arcturion*, in company with the First and Third *Flotillas*, except *Mornet*, *Tigress*, *Hydra*, and *Loyal*, to carry out the pre-arranged operations. H.M.S. *Peerless* joined the *Flotilla* at sea that afternoon.

At 6.53 a.m. on Friday, 28th August, an enemy's Destroyer was sighted, and was chased by the 4th Division of the Third *Flotilla*.

From 7.20 to 7.57 a.m. *Arcturion* and the Third *Flotilla* were engaged with numerous Destroyers and Torpedo-boats, which were making for Heligoland; course was altered to port to cut them off.

Two Cruisers, with 4 and 2 funnels, respectively, were sighted on the port bow at 7.57 a.m., the nearest of which was engaged. *Arcturion* received a heavy fire from both Cruisers and several Destroyers until 8.15 a.m., when the four-funnelled Cruiser transferred her fire to *Peerless*.

Close action was continued with the two-funnelled Cruiser on converging courses until 8.25 a.m., when a 6-inch projectile from *Arcturion* wrecked the fore bridge of the enemy, who at once turned away in the direction of Heligoland, which was sighted slightly on the starboard bow at about the same time.

All ships were at once ordered to turn to the westward, and shortly afterwards speed was reduced to 20 knots.

During this action *Arcturion* had been hit many times, and was considerably damaged; only one 6-inch gun remained in action, all other guns and torpedo tubes having been temporarily disabled.

Lieutenant Eric W. P. Westmacott (Signal Officer) was killed at my side during this action. I cannot refrain from adding that he carried out his duties calmly and collectedly, and was of the greatest assistance to me.

A fire occurred opposite No. 2 gun port side caused by a shell exploding some ammunition, resulting in a terrific blaze for a short period and leaving the deck burning. This was very promptly dealt with and extinguished by Chief Petty Officer Frederick W. Wrench, O.N. 158630.

The *Flotilla* were re-formed in Divisions and proceeded at 20 knots. It was now noticed that *Arcturion's* speed had been reduced.

Peerless reported that the 3rd and 5th Divisions of the First *Flotilla* had sunk the German Commodore's Destroyer and that two boats' crews belonging to *Defender* had been left behind, as our Destroyers had been fired upon by a German Cruiser during their act of mercy in saving the survivors of the German Destroyer.

At 10 a.m., hearing that Commodore (S) in *Lion* and *Firedrake* were being chased by Light Cruisers, I proceeded to their assistance with *Peerless* and the First *Flotilla* until 10.37 a.m., when, having received no news and being in the vicinity of Heligoland, I ordered the ships in company to turn to the westward.

All guns except two 4-inch were again in working order, and the upper deck supply of ammunition was replenished.

At 10.55 a.m. a four-funnelled German Cruiser was sighted, and opened a very heavy fire at about 11 o'clock.

Our position being somewhat critical, I ordered *Peerless* to attack, and the First *Flotilla* to attack with torpedoes, which they proceeded to do with great spirit. The Cruiser at once turned away, disappeared in the haze and evaded the attack.

About 10 minutes later the same Cruiser appeared on our starboard quarter. Opened fire on her with both 6-inch guns; *Peerless* also engaged her, and one Division of Destroyers attacked her with torpedoes without success.

The state of affairs and our position was then reported to the Admiral Commanding Battle Cruiser Squadron.

We received a very severe and almost accurate fire from this Cruiser; salvo after salvo was falling between 10 and 30 yards short, but not a single shell struck; two torpedoes were also fired at us, being well directed, but short.

The Cruiser was badly damaged by *Arcturion's* 6-inch guns and a splendidly directed fire from *Peerless*, and she shortly afterwards turned away in the direction of Heligoland.

Proceeded, and four minutes later sighted the three-funnelled Cruiser *Mainz*. She endured a heavy fire from *Arcturion* and *Peerless* and many Destroyers. After an action of approximately 25 minutes she was seen to be sinking by the head, her engines stopped, besides being on fire.

At this moment the Light Cruiser Squadron appeared, and they very speedily reduced the *Mainz* to a condition which must have been indescribable.

I then recalled *Peerless* and the Destroyers, and ordered cease fire.

We then exchanged broadsides with a large, four-funnelled Cruiser on the starboard quarter at long range, without visible effect.

The Battle Cruiser Squadron now arrived, and I pointed out this Cruiser to the Admiral Commanding, and was shortly afterwards informed by him that the Cruiser in question had been sunk and another set on fire.

The weather during the day was fine, sea calm, but visibility poor, not more than 3 miles at any time when the various actions were taking place, and was such that ranging and spotting were rendered difficult.

I then proceeded with 14 Destroyers of the Third *Flotilla*, and 9 of the First *Flotilla*.

Arcturion's speed was about 6 knots until 7 p.m., when it was impossible to proceed any further, and fires were drawn in all boilers except two, and assistance called for.

At 9.30 p.m. Captain Wilmet S. Nicholson, of the *Hoque*, took my ship in tow in a most seamanlike manner, and, observing that the night was pitch dark and the only lights showing were two small hand lanterns, I consider his action was one which deserves special notice from their Lordships.

I would also specially recommend Lieutenant-Commander Arthur P. N. Thorowgood, of *Arcturion*, for the able manner he prepared the ship for being towed in the dark.

U.M. Ship under my command was then towed to the *Nore*, arriving at 5 p.m. on the 29th August. Steam was then available for slow speed, and the ship was able to proceed to Chatham under her own steam.

I beg again to call attention to the services rendered by Captain W. F. Blunt, of H.M.S. *Peerless*, and the Commanding Officers of the Destroyers of the First and Third *Flotillas*, whose gallant attacks on the German Cruisers at critical moments undoubtedly saved *Arcturion* from more severe punishment and possible capture.

I cannot adequately express my satisfaction and pride at the spirit and ardour of my Officers and Ship's Company, who carried out their orders with the greatest alacrity under the most trying conditions, especially in view of the fact that the ship, newly built, had not been 48 hours out of the Dockyard before she was in action.

It is difficult to specially pick out individuals, but the following came under my special observation:—

H.M.S. *Arcturion*.

Lieutenant-Commander Arthur P. N. Thorowgood, First Lieutenant, and in charge of the After Control.

Lieutenant-Commander Ernest K. Arbuthnot (G.), in charge of the Fore Control.

Sub-Lieutenant Clive A. Robinson, who worked the range-finder throughout the entire action with extraordinary coolness.

Assistant Paymaster Kenneth E. Badcock, my Secretary, who attended me on the bridge throughout the entire action.

Mr. James D. Godfrey, Gunner (T), who was in charge of the torpedo tubes.

The following men were specially noted:—Armourer Arthur F. Hayes, O.N. 342023 (Ch.).

Second Sick Berth Steward George Trolley, O.N. M.298 (Ch.).

Chief Yeoman of Signals Albert Fox, O.N. 194056 (Po.), on fore bridge during entire action.

Chief Petty Officer Frederick W. Wrench, O.N. 158630 (Ch.), (for ready resource in extinguishing fire caused by explosion of cordite).

Private Thomas Millington, R.M.L.I., No. Ch. 17417.

Private William J. Beirne, R.M.L.I., No. Ch. 13940.

First Writer Albert W. Stone, O.N. 346080 (Po.).

I also beg to record the services rendered by the following Officers and Men of H.M. Ships under my orders:—

H.M.S. *Peerless*.

Mr. Robert M. Taylor, Gunner, for coolness in action under heavy fire.

The following Officers also displayed great resource and energy in effecting repairs to *Peerless* after her return to harbour, and they were ably seconded by the whole of their staffs:—

Engineer Lieutenant-Commander Charles de P. Messervy.

H.M.S. *Goshawk*.

Commander the Hon. Herbert Meade, who took his Division into action with great coolness and nerve, and was instrumental in sinking the German Destroyer *Y. 187*, and with the boats of his Division, saved the survivors in a most chivalrous manner.

H.M.S. *Perret*.

Commander Geoffrey Mackworth, who, with his Division, most gallantly seconded Commander Meade, of *Goshawk*.

Did you get

VAN HOUTEN'S
COCOA?

Of course I did Mums — I don't
like any other kind — An' don't
forget it when you make the

Choc's this time

H.M.S. *Laertes*.

Lieutenant-Commander Malcolm L. Goldsmith, whose ship was seriously damaged, taken in tow, and towed out of action by *Peerless*.

Engineer Lieutenant-Commander Alexander Hill, for repairing steering gear and engines under fire.

Sub-Lieutenant George H. Faulkner, who continued to fight his gun after being wounded.

Mr. Charles Powell, Acting Boatswain, O.N. 209388, who was gunlayer of the centre gun, which made many hits. He behaved very coolly, and set a good example when getting in tow and clearing away the wreckage after the action.

Edward Naylor, Petty Officer, Torpedo Gunner's Mate, O.N. 189136, who fired a torpedo which the Commanding Officer of *Laertes* reports undoubtedly hit the *Mainz*, and so helped materially to put her out of action.

Stephen Pritchard, Stoker, Petty Officer, O.N. 285152, who very gallantly dived into the cabin flat immediately after a shell had exploded there, and worked a fire hose.

Frederick Pierce, Stoker, Petty Officer, O.N. 307943, who was on watch in the engine-room and behaved with conspicuous coolness and resource when a shell exploded in No. 2 boiler.

H.M.S. *Laurel*.

Commander Frank T. Rose, who most ably commanded his vessel throughout the early part of the action, and after having been wounded in both legs, remained on the bridge until 6 p.m., displaying great devotion to duty.

Lieutenant Charles R. Peopie, First Lieutenant, who took command after Rose was wounded, and continued the action till its close, bringing his Destroyer out in an able and gallant manner under most trying conditions.

Engineer Lieutenant-Commander Edward H. T. Meeson, who behaved with great coolness during the action, and steamed the ship out of action, although she had been very severely damaged by explosion of her own hydride, by which the after funnel was nearly demolished. He subsequently assisted to carry out repairs to the vessel.

Sam Palmer, Leading Seaman (G.L. 2), O.N. 179629, who continued to fight his gun until the end of the action, although severely wounded in the leg.

Albert Edmund Sellen, Able Seaman (A.S.), O.N. 217245, who was stationed at the fore torpedo tubes; he remained at his post throughout the entire action, although wounded in the arm, and then rendered first aid in a very able manner before being attended to himself.

George H. Sturdy, Chief Stoker, O.N. 283547, and

Alfred Britton, Stoker Petty Officer, O.N. 230503, who both showed great coolness in putting out a fire near the centre gun after an explosion had occurred there; several hydride shells were lying in the immediate vicinity.

William R. Boiston, Engine Room Artificer, 3rd class, O.N. M.1369, who showed great ability and coolness in taking charge of the after boiler room during the action, when an explosion blew in the after funnel and a shell carried away pipes and seriously damaged the main steam pipe.

William H. Gort, Stoker, Petty Officer, O.N. 805816.

Edward Craze, Stoker, Petty Officer, O.N. 307275.

Harry Wilfred Hawkes, Stoker 1st class, O.N. K.12086.

John W. Bateman, Stoker 1st class, O.N. K.12100.

These men were stationed in the after boiler room and conducted themselves with great coolness during the action, when an explosion blew in the after funnel, and shell carried away pipes and seriously damaged the main steam pipe.

H.M.S. *Liberty*.

The late Lieutenant-Commander Nigel E. Barttelot commanded the *Liberty* with great skill and gallantry throughout the action. He was a most promising and able Officer, and I consider his death is a great loss to the Navy.

Engineer Lieutenant-Commander Frank A. Butler, who showed much resource in effecting repairs during the action.

Lieutenant Henry E. Horan, First Lieutenant, who took command after the death of Lieutenant-Commander Barttelot, and brought his ship out of action in an extremely able and gallant manner under most trying conditions.

Mr. Harry Morgan, Gunner (T), who carried out his duties with exceptional coolness under fire.

Chief Petty Officer James Samuel Broadle, O.N. 121735, who remained at his post at the wheel for over an hour after being wounded in the kidneys.

John Galvin, Stoker, Petty Officer, O.N. 279946, who took entire charge, under the Engineer Officer, of the party who stopped leaks, and accomplished his task although working up to his chest in water.

H.M.S. *Laforey*.

Mr. Ernest Roper, Chief Gunner, who carried out his duties with exceptional coolness under fire.

I have the honour to be, Sir,

Your obedient servant,

R. Y. TYRWHITT,
Commodore (T).

The dispatch of Commodore Keyes on the work of the Submarines will be given to-morrow.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
CHIMANOEK	SHANGHAI	First half of Dec.	JAVA	First half of Dec.
TUTAROH	JAVA	First half of Dec.	JAVA	First half of Dec.
TUBODAS	JAPAN	First half of Dec.	JAVA	First half of Dec.
TUKENANG	JAVA	Second half of Dec.	SHANGHAI	First half of Jan.
NIJANAS	JAVA	Second half of Dec.	JAPAN	First half of Jan.
TJIKINI	SHANGHAI	Second half of Dec.	JAVA	First half of Jan.
TJILIWONG	JAPAN	First half of Jan.	JAVA	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor,
Hongkong, 30th November, 1914.

Telephone No. 1574.

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HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

POSTING.

1.—Staff Armourer G. W. Avenell is attached to Civil Service Company.

2.—Pte. A. Williams from H.K.V.R. to Engineer Company, dated 1st inst.

Pte. W. G. Fitzgibbon from Civil Service Co. to Engineer Co., dated 1st inst.

DETAILS.

3.—In future the group of duty will attend parades on Monday, Tuesday, and Thursday afternoons.

4.—On duty: Scouts Company. Officers on duty: Lieut. Weall, 2nd Lieut. Cunningham, and 2nd Lieut. Swire.

Orderly Officer: 2nd Lieut. Swire. To furnish Guards: Scouts Company. Orderly Sergeant to-night: Sergeant Murdoch.

A. CHAPMAN, Lieut.-Col.,
Commandant, H.K.V.C.

PASSENGERS.

Per *St. Albans*, from Melbourne, etc.

Mrs. R. E. Kew and Mrs. J. F. B. Gibson.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI & KOBE	HANCA Capt. A. M. King	About 3rd Dec.	Freight.
LONDON VIA USUAL PORTS	ORIENTAL Capt. A. L. Valentini	Noon, 5th Dec.	See Special Advertisement.
SHANGHAI	MALTA Capt. G. W. Cockman, R.N.R.	About 6th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NILE and YOKOHAMA	 Capt. H. Powell	About 27th Dec.	Freight and Passage.
LONDON and GENOA VIA SINGAPORE, PENANG, NAGOYA COLOMBO, PORT SAID, and MARSEILLES	 Capt. W. H. Sweny, R.N.R.	Noon 1st Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.
For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st December, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LUOHOW"	On 3rd Dec., 4 P.M.
SHANGHAI	"CHENAN"	On 6th Dec., 4 P.M.
SHANGHAI	"SUNGKANG"	On 8th Dec., 10 A.M.
SHANGHAI	"TAMING"	On 8th Dec., 4 P.M.
SHANGHAI	"ANHUI"	On 16th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGHOU," "LUOHOW" and "YINGKOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wootung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd December, 1914.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIKUN"	Capt. J. W. Evans	FRIDAY, 4th Dec., at 1 P.M.
"HAIKING"	Capt. W. G. Pasmore	TUESDAY, 8th Dec., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 11th Dec., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIKUN" Capt. A. H. Stewart | WEDNESDAY, 2nd Dec., at 1 P.M. || "HAIKING" | | SUNDAY, 6th Dec., at 10 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 2nd December, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		On 23rd Dec., 11 A.M.
ALDENHAM		On 29th Jan., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals
taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 1st September, 1914.

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TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
NIPPON MARU	11,000—18 knots from Kobe	1st Dec.
SHINYO MARU	22,000—21 knots	TUES., 3rd Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
TENYO MARU	22,000—21 knots	TUES., 26th Jan.
FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£80	£96.10
" " " SAN FRANCISCO	£45	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS
MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines
and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDLEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	17,200—15 knots	Saturday, 9th Jan.

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,

King's Building.

TELEPHONE 291.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND NERA		On or about 3rd December.
YOKOHAMA		On or about 15th December.
HOMEWARD		

MARSEILLES VIA PORTS

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI,
KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 8th Dec., at 3 P.M.
"CHICAGO MARU"	K. Hori	THURSDAY, 24th Dec., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the
Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	SUNDAY, 6th Dec., at Noon.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	SUNDAY, 6th Dec., at 10 A.M.
"DAIJIN MARU"	K. Murakami	SUNDAY, 13th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hori	THURSDAY, 10th Dec., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First
Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour
Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER.

Second Floor, No. 1, Queen's Building.

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THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYAZAKI MARU Capt. Teranaka	16,000	SATURDAY, 5th Dec., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	KITANO MARU Capt. F. E. Ogoe	15,000	WEDNESDAY, 23rd Dec., at 10 A.M.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AWA MARU Capt. T. Hori	12,500	TUESDAY, 15th Dec., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	SHIDZUKA MARU Capt. Deguchi	12,500	TUESDAY, 29th Dec., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	TANGO MARU Capt. Soyeda	12,500	WEDNESDAY, 16th Dec., at Noon.
SHANGHAI and KOBE	NIKKO MARU Capt. Nakamura	12,500	WEDNESDAY, 13th Jan., at Noon.
SHANGHAI and KOBE	KAWACHI MARU Capt. Nakamura	12,500	THURSDAY, 17th Dec., at Noon.
SHANGHAI and KOBE	HAKUSHIKA MARU Capt.	5,000	WEDNESDAY, 9th Dec., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Nakamura	9,500	TUESDAY, 15th Dec., at 5 P.M.
KOBE and YOKOHAMA	HIRANO MARU Capt. Fraser	16,000	THURSDAY, 3rd Dec., at 11 A.M.

PASSENGER SEASON FOR 1915.

Steamers	Displacement	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs., 23rd Jan.
KAMO	16,000	11th Feb.
KASHIMA	20,000	25th Feb.
MISHIMA	16,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKI	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	3rd June.
AKI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

[8-9-10]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave Shang- hai	Leave Hong- kong	Connecting Steamers from Marseilles to London	Dis at Marseilles	Due at London
leaves YOKOHAMA	COLOMBO.	HAU	KONG.	MANCHESTER and LONDON	WED.	1 day later
PM. Thurs.		6 p.m.	Noon		Friday	Thursday
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21
Dec. 20	NAGOYA	Dec. 28	Jan. 1	MOOREA	Jan. 28	Feb. 4
	ARCADIA	Jan. 12	Jan. 16	MALOJA	Feb. 12	Feb. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL
of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive
in Marseilles on Friday, and London on the following Friday.
Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamers from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon	"A" Accommodation Single £65 Return £97.	"A" Accommodation Single £51 Return £81.
2nd Saloon	"B" " " " £59 " £89.	"B" " " " £44 " £74.
	"C" " " " £40 " £60.	"C" " " " £32 " £52.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'NEILLES	Due at LONDON
	about	about	about	about	about	about
NAGOYA	Dec. 20	Dec. 25	Jan. 1	Jan. 7	Feb. 2	Feb. 10
SYRIA	Dec. 21	Dec. 31	Jan. 6	Jan. 12	Feb. 8	Feb. 17
NANKIN	Jan. 5	Jan. 15	Jan. 20	Jan. 26	Feb. 23	Mar. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £50 Single, £75 Return. 2nd Saloon £35 Single, £52 Return.
FARES TO MARSEILLES:
1st Saloon £46 Single, £63 Return. 2nd Saloon £33 Single, £49 Return.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE

Correspondence (including parcels) is being despatched as opportunity offers; but all Services are irregular and uncertain and all correspondence is liable to delay.

The Parcel Post Service to France is suspended until further notice.

The Parcel Post and Insured Lettersystem to Brazil is suspended.

Notice is given that although every possible precaution is taken to secure the safety of all postal packets whilst in the custody of the Post Office the Postmaster-General cannot give compensation for any loss or damage which may be due to the act of the King's enemies. Until further notice no Letters, Boxes, Parcels for Belgium, Brazil, Crete or Montenegro and no Letters, Boxes or Parcels for Malia can be accepted for insurance.

The Parcel Post Service to the United Kingdom is in full working order in both directions by the long sea route.

The Parcel Post Service to Egypt and certain countries mentioned served by Egypt is resumed for ordinary parcels only:— Crete, Cyprus, Greece, Italy, Algeria, Tunis, Switzerland and (Libya) Tripoli.

The Services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended.

Unregistered Letters and Post Cards may now be sent to Tsingtau.

The FRENCH MAIL from Europe is expected to arrive here to-day.

The MAIL FROM LONDON (via Siberia), of Sunday, the 1st ult., is due to arrive here to-morrow.

The AMERICAN MAIL is due to arrive here on Sunday, 6th inst.

FOR	DATE
Swatow	Wednesday, 2nd, Noon
Japan via Kobe	Wednesday, 2nd, 2.00 P.M.
Dalry	Wednesday, 2nd, 3.00 P.M.
Shanghai, North China and Japan via Kobe	Thursday, 3rd, 9.00 A.M.
(EUROPE via SIBERIA)	
Tientsin-Pukow Service Shanghai Brit. P.O.	
Monday, 7th inst.	
Fort Bayard, Hainan and Pakhoi	Thursday, 3rd, 11.00 A.M.
Hokow, Hainan, and Pakhoi	Thursday, 3rd, 11.00 A.M.
Chingwan	Thursday, 3rd, 3.00 P.M.
Shanghai and North China	Friday, 4th, 1.00 P.M.
Swatow, Amoy and Foochow	
Straits, Colombo, Suez, Port Said, Marseilles	Saturday, 5th, 9.00 A.M.
and United Kingdom	
Hainan and Pakhoi	Saturday, 5th, 9.00 A.M.
SWATOW, BURMAH, CAYMAN, ADELPHI, WESTERN AUSTRALIA, INDIA, ADELS, EGYPT AND EUROPE	
(Late Letters 10.30 A.M. to 11 A.M. Extra postage 10 cents.)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	
The Parcel Mail will be closed on Friday, 4th inst., at 5 P.M.	
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA)	Saturday, 5th, 4.00 P.M.
(Tientsin-Pukow Service Shanghai Brit. P.O. Thursday, the 11th inst.)	
Swatow	Sunday, 6th, 9.00 A.M.
Straits and Colombo via Bombay	Sunday, 6th, 9.00 A.M.
Swatow, Amoy and Foochow	Sunday, 6th, 9.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 8th, 1.00 P.M.
Shanghai and North China	Tuesday, 8th, 3.00 P.M.
Philippine Islands	Tuesday, 8th, 3.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, U.S.A., UNITED STATES, SOUTH AMERICA, CANADA via SAN FRANCISCO, and UNITED KINGDOM via CANADA	Tuesday, 9th, 10.00 A.M.
(EUROPE via SIBERIA)	
Tientsin-Pukow Service Shanghai Brit. P.O. Friday, 11th inst.	
Shanghai, North China, Japan via Nagasaki, Victoria, B.C., Tacoma and United Kingdom via Canada	Wednesday, 9th, 1.00 P.M.
Swatow, Amoy and Foochow	Friday, 11th, 1.00 P.M.
Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	Monday, 14th, 11.00 A.M.
Philippine Islands	Tuesday, 16th, 3.00 P.M.

LOCAL AND REGULAR MAILS.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai Po	10.00 A.M.	9.00 A.M.
Cheung Chow (Long Island)	4.00 P.M.	—
Shatin, Shatin and Shingchi	2.00 P.M.	—
Abertou, Aukau, Ping Shan, Sai Kung, Santin, Stanley and Tai O	4.00 P.M.	—
Canton, Wuchow and Sam Shui	7.30 A.M. 4.00 P.M. Except Saturdays	4.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 4.00 P.M.	5 P.M., Saturdays for despatch on Sundays.
Kamohuk and Kongmoon	Except Saturdays	4.00 P.M.
Namtau and Sanmel	4.00 P.M.	4.00 P.M.
Shamshun	10.00 A.M. 4.00 P.M.	9.00 A.M.

WM. C. JACK & CO., LTD.

14, DES VEAUX ROAD, HONGKONG.

SOLE AGENTS FOR THE PETTER PATENT SEMI-DIESEL CRUDE OIL ENGINES AND KEROSENE ENGINES.

We carry large stocks of Ship and Engine Stores, Cotton Waste, Oil, Packing, &c. Electrical Repairs and Installations Undertaken; Electro-Plating in all its Branches.

COMMERCIAL.

CLOSING QUOTATIONS.

December 1st.

ON LONDON —	Telegraphic Transfer	184
Bank Bills, on demand	184	
Bank Bills, at 30 days' sight	19	
Bank Bills, at 4 months' sight	194	
Credits, at 4 months' sight	198	
Documentary Bills 4 months' sight	194	
ON PARIS —	Bank Bills, on demand	218
Credits, at 4 months' sight	229	
ON GERMANY —	On demand	nom.
ON NEW YORK —	Bank Bills, on demand	48
Credits, at 60 days' sight	nom.	
ON BOMBAY —	Telegraphic Transfer	nom.
Bank, on demands	131	
ON CALCUTTA —	Telegraphic Transfer	nom.
Bank, on demand	131	
ON SHANGHAI —	Bank, at sight	78
Private, 30 days' sight	nom.	
ON YOKOHAMA —	On demand	86
ON MANILA —	On demand — Pesos	74
ON SINGAPORE —	On demand	74
ON BATAVIA —	— On demand	103
ON HAIPHONG —	On demand	nom.
ON SAIGON —	On demand	nom.
ON BANGKOK —	On demand	88
GOVERNMENT, Bank's Buying Rate	\$11.15	
GOLD LEAF, 100 fine, per tola	\$87.70	
SILVER, per oz.	22	

SUBSIDIARY COINS.

Hongkong	20 cents pieces	\$17.50 discount.
Hongkong	10	\$17.52

SHARE LIST.—QUOTATIONS.

HONGKONG, 1ST DECEMBER, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$720, buyers	11/10n \$71.
China Borneo Company, Limited	60,000	\$12	all	\$10, buyers	
China Light and Power Company, Ltd.	50,000	\$5	all	\$4	
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$7, buyers	
CORPORATIONS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50	all	Tls. 125	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$7, sellers	
Dairy Farm Company, Limited	40,000	\$7	all	\$35	
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$76, sellers	
H'kong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$54, sellers	
New Amoy Dock Co., Limited	10,000	Tls. 100	all	Tls.	
S'hai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls.	
S'hai and Hongkew Wharf Co., Ltd.	400,000	\$10	all	\$5, sellers	
Green Island Cement Co., Limited	60,000	\$10	all	\$35, buyers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$125	
Hongkong Hotel Company Limited	20,000	\$50	all	\$175	
Hongkong Ice Company, Limited	5,000	\$25	all	\$25	
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$2	
H'kong & South China Steamship Co., Ltd.	15,000	\$5	all	\$10	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	9/-, sal. & buy.	
Hongkong Tramway Co., Ltd.	325,000	\$5	all		
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$310, buyers	
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$146, buyers	
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$330, buyers	
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 142	
Union Insurance Society, Limited	12,400	\$250	\$100	\$700, buyers	
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60		
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$100	
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$100	
Hongkong Land Reclamation Co., Ltd.	95,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$7	
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$44	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	\$71	
West Point Building Co., Limited	12,500	\$50	all		
Masthead Building Co., Ltd.	250,000	Gds. 10	all	Tls. 81, sales	
Mining.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$2	all	\$7/6	
Heavard Tin and Rubber Estate, Ltd.	222,000	\$2	all	2/6	
Ramb Australian Gold Mining Co., Ltd.	200,000	\$2	all	\$2, sellers	
Tromoh Mines, Limited	160,000	\$2	all	24/-	
Peak Tramways Co., Limited	25,000	\$10	all	\$10	
Philippine Co., Limited	50,000	\$10	all	\$5	
Palpas et Papeteries du Tonkin Societe des	75,000	\$10	all	\$20	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$75	
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$20, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$7	
Douglas Steamship Co., Limited	20,000	\$50	all	\$30, buyers	
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$25, sellers	
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$5	all	\$55	
Shell Transport & Trading Co., Ltd.	2,500,000	\$21	all	\$9/-	
Star Ferry Company, Limited	40,000	\$10	all	\$40	
South China Morning Post, Limited	6,000	\$25	all	\$25	
Steam Laundry Company, Limited	20,000	\$5	all	\$4	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$7	all	\$7	
Watson & Co. A. S. Limited	90,000	\$10	all	\$7	
Union Waterboat Co., Limited	50,000	\$10	all	\$15	

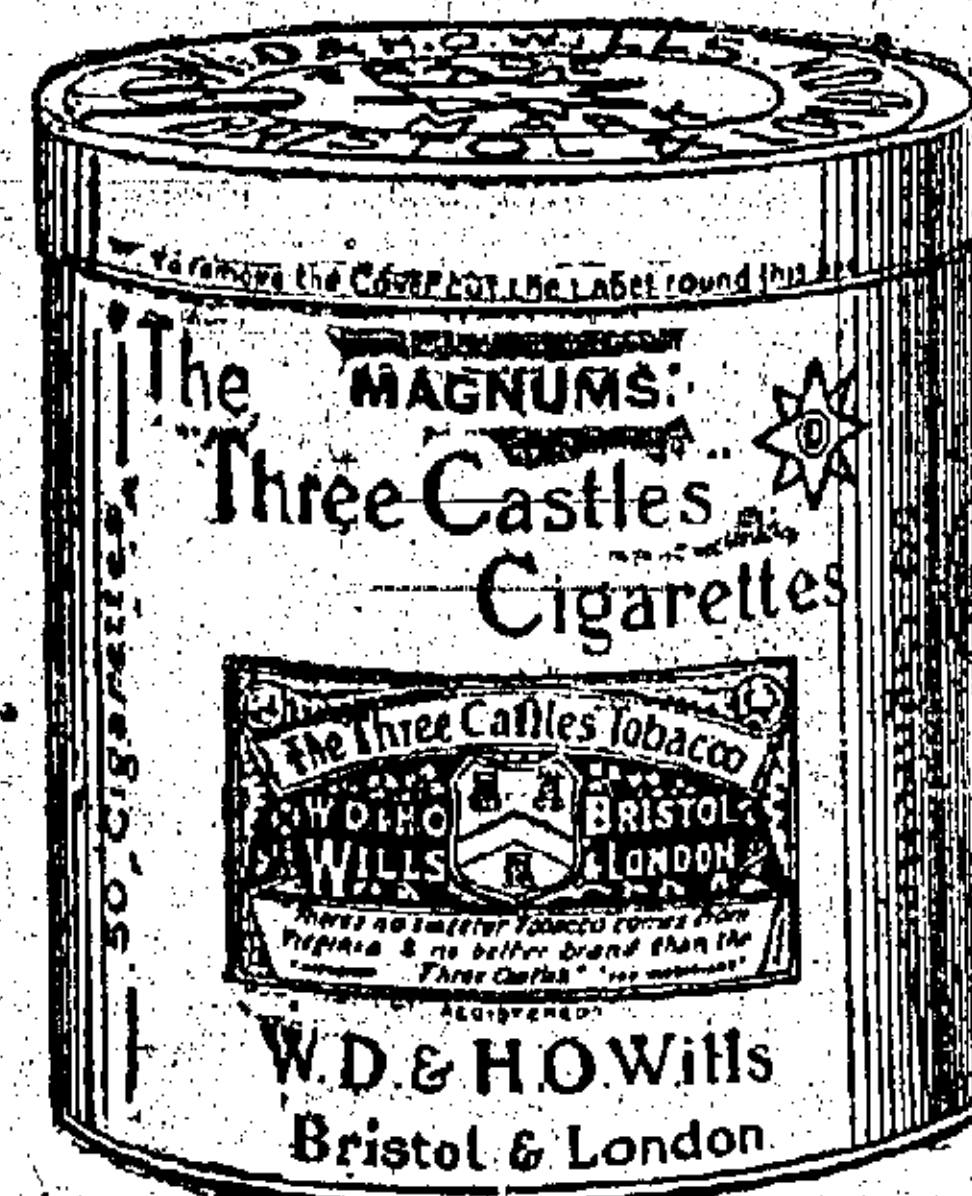
Loans.	Amount.	Value.	Interest.	Quotation.
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